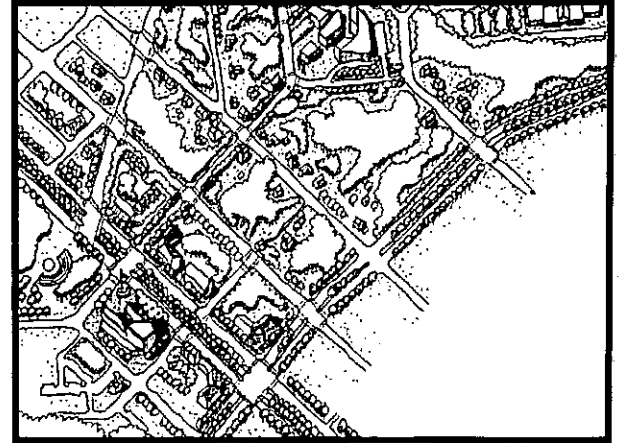
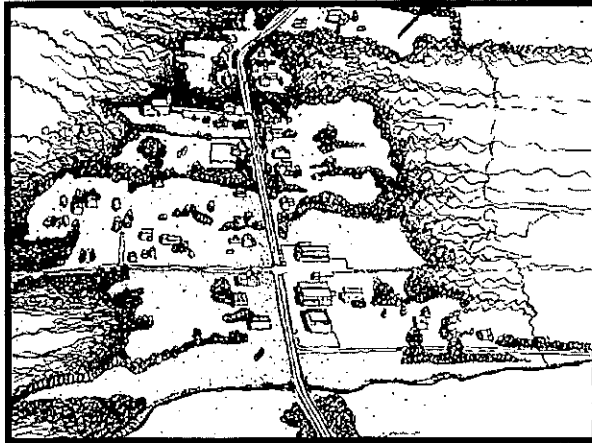


APPROVED AND ADOPTED

Clarksburg Master Plan & Hyattstown Special Study Area



June 1994

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Clarksburg Master Plan & Hyattstown Special Study Area

June 1994

M-NOPPC

APPROVED AND ADOPTED

Clarksburg Master Plan & Hyattstown Special Study Area

June 1994

An Amendment to *Clarksburg and Vicinity Master Plan*, 1968, as amended; a portion of the *Master Plan for Historic Preservation*, 1979, as amended; a portion of the *Functional Master Plan for Preservation of Agriculture and Rural Open Space*, 1980; a portion of the *Boyds Master Plan*, 1985; a portion of the *Germantown Master Plan*, 1989; the *Master Plan of Bikeways*, 1978, as amended; being also an amendment to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended; and the *Master Plan of Highways in Montgomery County*, as amended.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Montgomery County Department of Park and Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

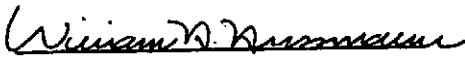
Abstract

Title	Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area
Author	The Maryland-National Capital Park and Planning Commission
Subject	Master Plan for Clarksburg and Hyattstown Special Study Area
Date	June 1994
Agency	The Maryland-National Capital Park and Planning Commission
Source of Copies	The Maryland-National Capital Park and Planning Commission 8787 Georgia Avenue Silver Spring, Maryland 20910-3760
Number of Pages	216
Abstract	This document contains the text, with supporting maps and tables, for the Clarksburg Master Plan and the Hyattstown Special Study Area. This Plan amends the 1968 Master Plan for Clarksburg and Vicinity. It contains land use, zoning, transportation, environmental, public facilities, historic resources, and implementation recommendations for the Clarksburg Study Area.

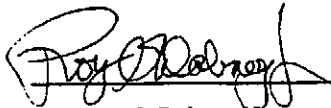
Certificate of Approval and Adoption

This Comprehensive Amendment to the *Clarksburg and Vicinity Master Plan*, 1968, as amended; the *Master Plan for Historic Preservation*, 1979, as amended; the *Functional Master Plan for Preservation of Agriculture and Rural Open Space*, 1980; the *Germantown Master Plan*, 1989; the *Boyds Master Plan*, 1985; the *Master Plan of Bikeways*, 1978, as amended; being also an amendment to the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended; and the *Master Plan of Highways Within Montgomery County*, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 12-1632 on May 23, 1994; and has been adopted by the Maryland-National Capital Park and Planning Commission by Resolution No. 94-10 on June 15, 1994, after duly advertised public hearings pursuant to Article 28 of the Annotated Code of Maryland.


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The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two Counties.

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of the *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*;
- (2) The acquisition, development, operation, and maintenance of a public park system; and
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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* Replaced Martha Brown

Notice to Readers

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to The General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan boundaries.

Master plans generally look ahead about 20 years from the date of adoption, although they are intended to be updated and revised about every 10 years. It is recognized that circumstances will change following adoption of a plan and that the specifics of a master plan may become less relevant over time. Any sketches or drawings in an adopted master plan are for illustrative purposes only and are intended to convey a general sense of desirable future character rather than a specific commitment to a particular detailed design.

The Master Plan Process

STAFF DRAFT PLAN — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

PUBLIC HEARING (PRELIMINARY) DRAFT PLAN — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

PLANNING BOARD (FINAL) DRAFT PLAN — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period. After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

ADOPTED PLAN — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

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Introduction

Overview

This Plan is the culmination of a five-year process that has featured over 30 meetings of the Clarksburg Master Plan Citizens Advisory Committee, 13 Planning Board worksessions, 17 County Council Planning Housing and Economic Development Committee meetings, seven County Council worksessions, community workshops on a variety of planning topics, property owners workshops, technical workgroup meetings on staging and implementation, and close coordination with governmental agencies affected by the Plan's recommendations.

The time and commitment represented by the Plan reflects the importance of Clarksburg to the future of Montgomery County. Clarksburg is the "final frontier" in terms of the I-270 Corridor: master plans for the balance of the Corridor are in place and in various stages of implementation (see Figure 1). The sheer size of the Study Area (10,000 acres) and the very limited amount of development that has occurred here underscores the need for very careful planning. Environmental concerns are many; a major challenge in this Plan effort is how to address the human need for compact communities in an area where environmental features limit the amount of developable land.

This Plan establishes the long-range vision of Clarksburg as a town (rather than a city) along the I-270 Corridor. Implementation of this vision will take many years and will require substantial financial commitments by both the public and private sector. Although this Plan addresses the issue of staging development over time, the most critical function of this Plan is to establish a strong public commitment to the vision of Clarksburg as a transit- and pedestrian-oriented community surrounded by open space.

Past Planning Efforts

This Plan amends the 1968 *Clarksburg and Vicinity Master Plan*. The 1968 Master Plan provided policy guidance for the growth of Clarksburg from its present rural character into a small town rather than a Corridor City as originally envisioned in the 1964 General Plan. It also addressed the absence of public services, such as schools, parks, and roads.

Although significant development potential (13,800 dwelling units and 14 million square feet of employment) was reflected in the 1968 Master Plan, the land use and zoning recommendations in the 1968 Master Plan were not fully realized for the following reasons:

- Public policy discouraged the extension of public water and sewer service to Clarksburg in order to encourage development south of Clarksburg, in Germantown and Gaithersburg.
- The area's fractured rock and sub-surface geology severely limited the uses of septic systems.
- Zoning changes needed to implement the 1968 Plan were not adopted.

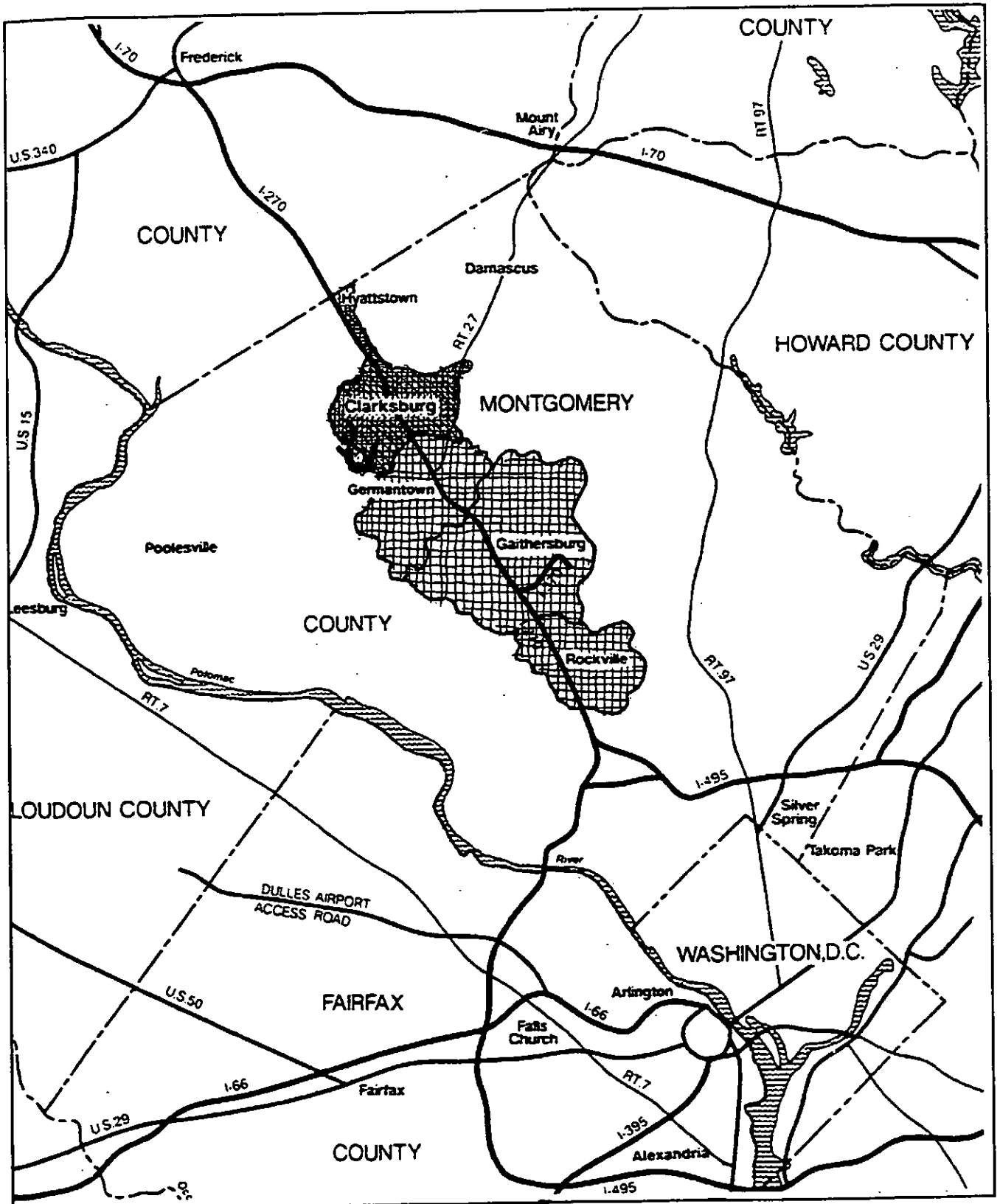
This Plan continues many features of the 1968 Plan, the most important being a town scale of development. However, many new policy concerns have emerged since 1968 and require that new Plan concepts be addressed. These include:

- The critical importance of protecting environmental and historic resources.
- The need to preserve farmland.
- The importance of land use patterns which are transit-oriented.
- The need to consider fiscal implications of different land use patterns.

Creating a vision for Clarksburg that embraces these policy objectives has resulted in significant changes to the 1968 Plan. The most significant changes involve the clustering of development east of I-270. The 1968 Plan anticipated extensive residential development, with public water and sewer service throughout the Study Area.

Clarksburg and the I-270 Corridor

Figure 1



Plan Determinants

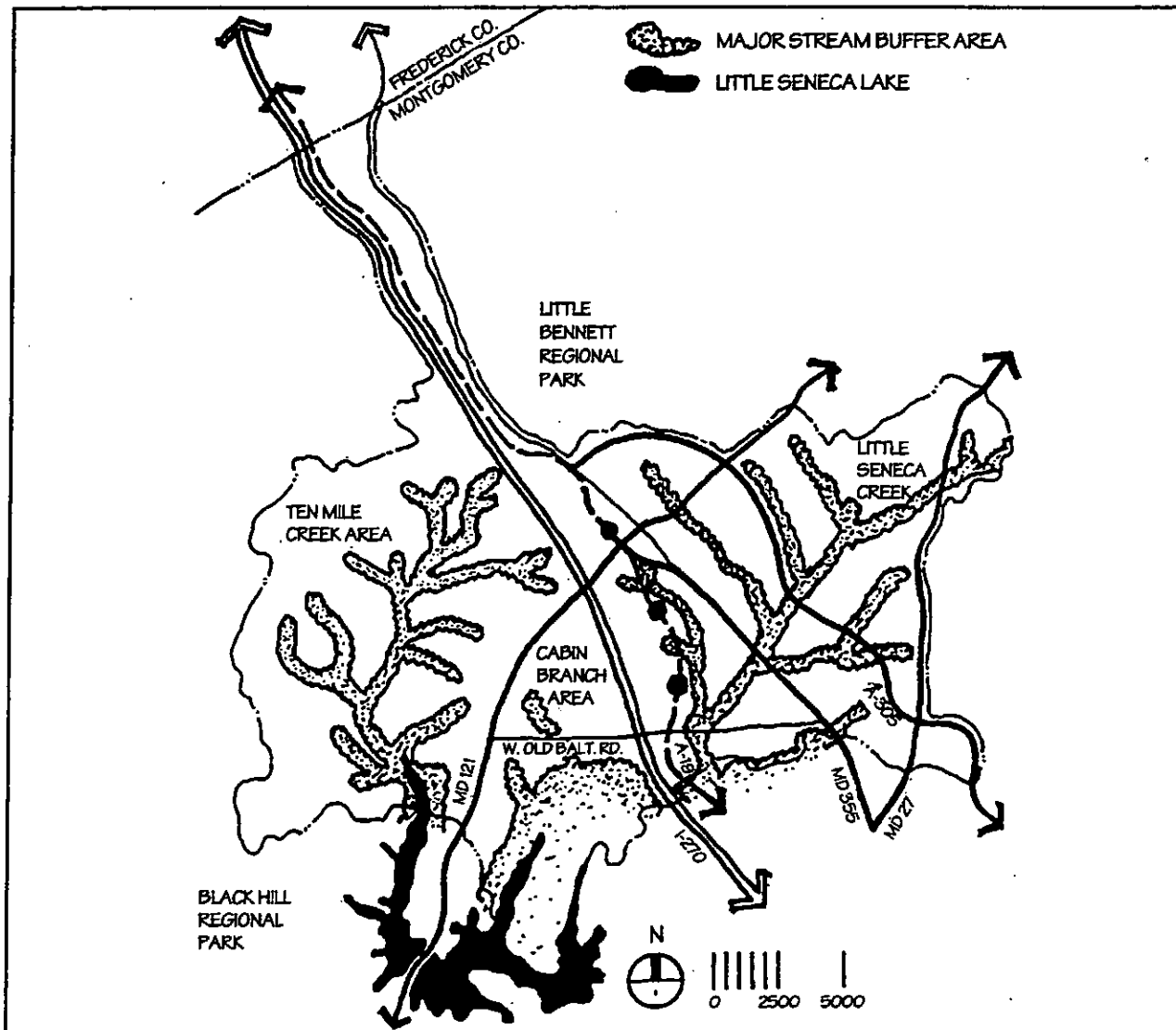
1. Natural Features

The key natural features of the Clarksburg Study Area are shown in Figure 2. Water-related features are the most prominent. The Study Area lies almost entirely within one watershed (Little Seneca Creek) and includes many streams, flowing in a north-south direction. The streams, which flow to Little Seneca Lake, generally have good water quality; continuing the good health of these streams is a key concern of the Plan.

The soil and slope characteristics of the Study Area bear special mention. The majority of soils are unsuitable for septic fields; thus, public sewer and/or water service is a pre-requisite for any development except very large-lot residences. Slope characteristics also pose concerns.

Plan Determinants: Natural Features

Figure 2



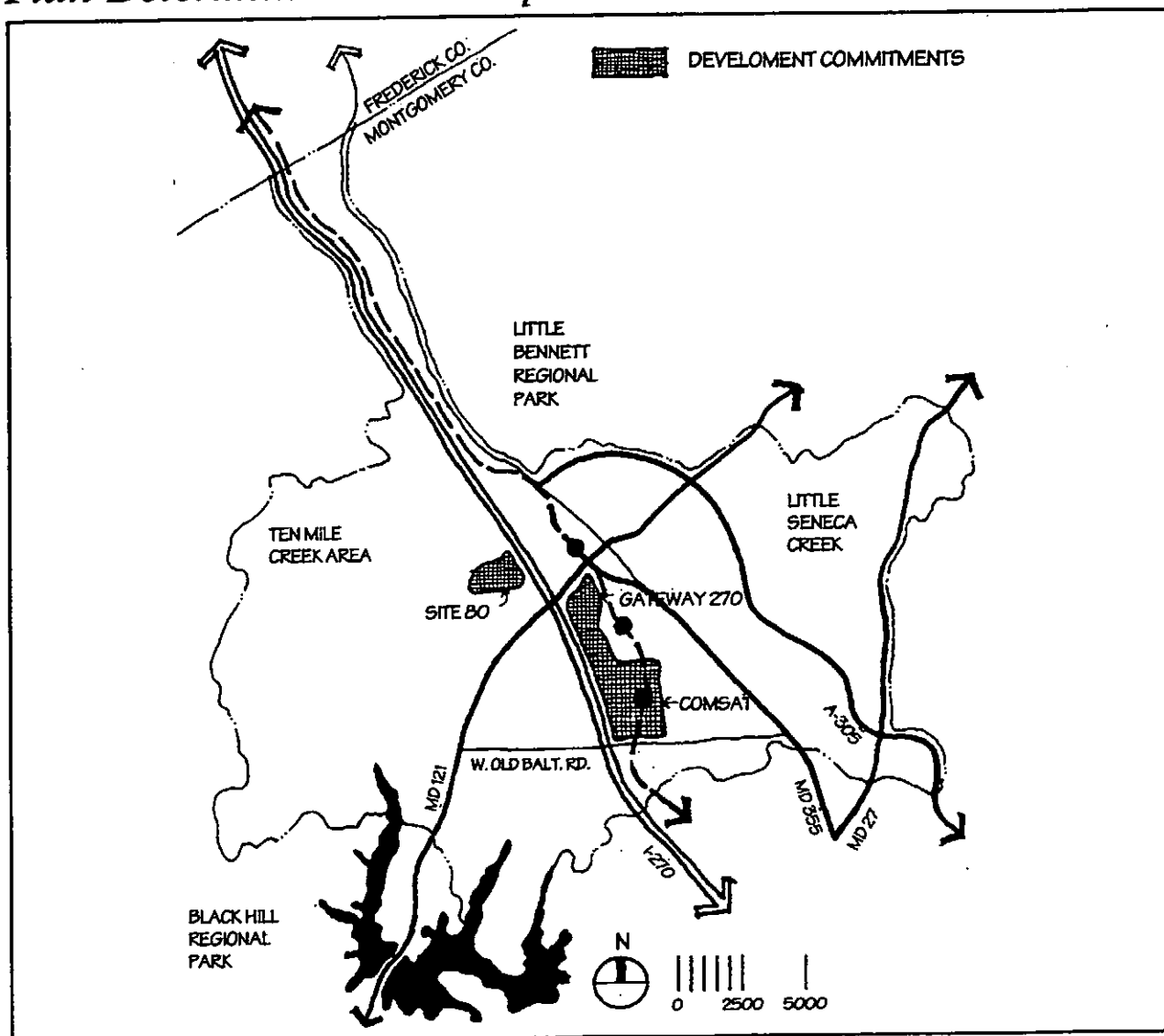
2. Development Commitments

As previously mentioned, the Clarksburg area is largely undeveloped. There are, however, significant commitments to development — both by the private and public sector — that this Plan accommodates. These commitments, illustrated in Figure 3, include:

- Gateway 270 and Comsat employment centers.
- Site 30, a 300-acre site owned by Montgomery County, a portion of which is planned for a detention center.
- Midcounty Highway, a proposed highway that will link Clarksburg to Germantown and Gaithersburg, is part of the Plan but it is designated an arterial rather than a major highway through Clarksburg.
- The future widening of I-270.

Plan Determinants: Development Commitments

Figure 3



Proposed Concept Plan for Clarksburg

The proposed concept plan for Clarksburg features a Town Center (which includes the Clarksburg Historic District); a regional transitway; two new neighborhoods, one east of I-270 and one west of I-270; the continuation of the residential character along MD 355, a greenway network, and employment along the I-270 Corridor.

This Plan continues the town scale of development proposed in the 1968 Clarksburg Master Plan but favors a greater emphasis on farmland and open space preservation and introduces the concept of transit-oriented neighborhoods.

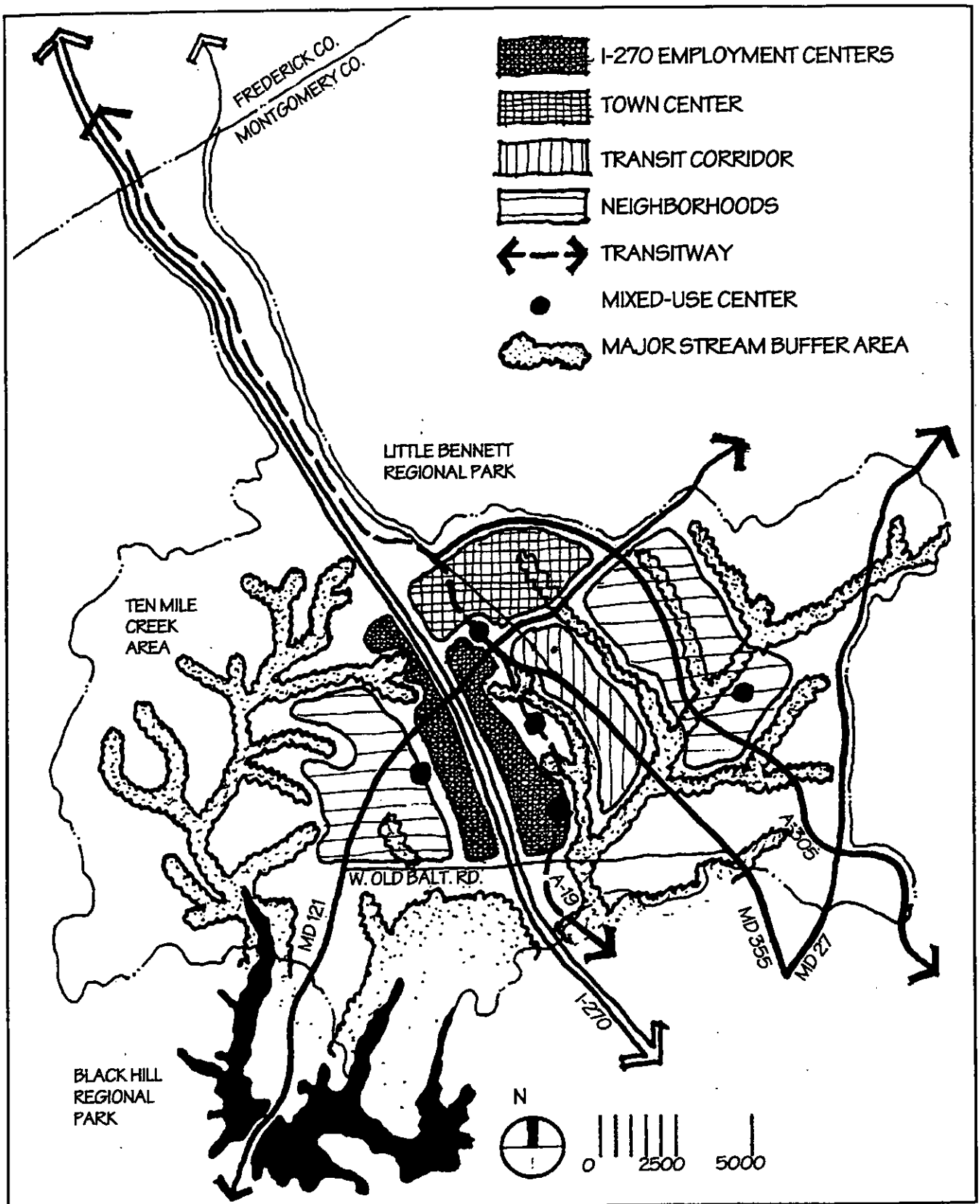
The ten key policies represented by the concept plan shown in Figure 4 are:

1. This Plan envisions Clarksburg as a town, at a larger scale than proposed in the 1968 Clarksburg Master Plan but smaller than a corridor city, such as Germantown.
2. This Plan recommends that Clarksburg's natural features, particularly stream valleys, be protected and recommends that Ten Mile Creek and Little Seneca Creek be afforded special protection as development proceeds.
3. This Plan recommends a multi-purpose greenway system along stream valleys.
4. This Plan proposes a comprehensive transit system that will reduce dependence on the automobile.
5. This Plan proposes a street network which clearly differentiates between highways needed to accommodate regional through traffic and roads which provide subregional and local access.
6. This Plan proposes a transit-oriented, multi-use Town Center which is compatible with the scale and character of the Clarksburg Historic District.
7. This Plan clusters development into a series of transit- and pedestrian-oriented neighborhoods.
8. This Plan emphasizes the importance of I-270 as a high-technology corridor for Montgomery County and the region and preserves key sites adjacent to I-270 for future employment options.
9. This Plan supports and reinforces County policies which seek to preserve a critical mass of farmland.
10. This Plan recommends development be staged to address fiscal concerns and be responsive to community building and environmental objectives.

Each of these policies is discussed in the next chapter.

Proposed Concept Plan for Clarksburg

Figure 4



Conformance with the Maryland Planning Act of 1992 and the General Plan for Montgomery County

The Maryland Planning Act of 1992 and the General Plan for Montgomery County have significant implications for Clarksburg. Together, these planning documents establish state-wide and County-wide planning objectives that must be reflected in local plans, such as Clarksburg.

The seven visions of the Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) are embraced and confirmed by the Clarksburg Master Plan.

The seven visions of the State Planning Act, as stated in Article 66B Section 3.06 of the Annotated Code of Maryland, are:

1. Development is to be concentrated in suitable areas.
2. Sensitive areas are to be protected.
3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected.
4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is to be practiced.
6. To assure the achievement of paragraphs 1 through 5 above, economic growth is encouraged and regulatory mechanisms are to be streamlined.
7. Funding mechanisms are to be addressed to achieve these objectives.

In addition to the seven visions, the Planning Act requires the implementation of a sensitive areas element designed to protect environmentally impacted areas. Sensitive areas are described in the Act as 100-year floodplains, streams and their buffer areas, habitats of threatened and endangered species, and steep slopes.

The Environmental Plan chapter provides for the sensitive areas requirement of the Planning Act, along with regulatory strategies for protecting these areas.

The 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* amends the 1964 General Plan, commonly called "On Wedges and Corridors" and the 1969 *Updated General Plan for Montgomery County* (approved in 1970). The General Plan Refinement provides the framework for the development of more specific area master plans, functional plans, and sector plans. It provides clear guidance regarding the general pattern of development in Montgomery County, while retaining enough flexibility to respond to unforeseeable circumstances as they arise.

The General Plan Refinement divides Montgomery County into four geographic components: the Urban Ring, the Corridor, the Suburban Communities,

and the Wedge. Each area is defined in terms of appropriate land use, scale, intensity, and function. The geographic components provide a vision for the future while acknowledging the modifications to the Wedges and Corridors concept that have evolved during the past three decades. In particular, they confirm two distinct sub-areas of the Wedge — an Agricultural Wedge and a Residential Wedge. They also recognize the transitional areas of generally moderate density and suburban character that have evolved between the Wedge, Corridor, and Urban Ring as Suburban Communities. Emphasis remains on intensification of the Corridor, particularly along the main stem.

The location of the Clarksburg Master Plan in relation to the General Plan Refinement's geographic components is shown in Figure 5. The General Plan Refinement places most of Clarksburg in the I-270 Corridor, an area generally envisioned for intensive development. Environmentally sensitive areas to the east and north are part of the Wedge.

Relationship of the Clarksburg Master Plan to the 1992 Maryland Planning Act and the General Plan Refinement

The General Plan Refinement provides seven goals and associated objectives and strategies that give guidance to development. The goals, objectives, and strategies provide a future vision for Montgomery County and establish a frame of reference for decision-making to make that vision become a reality. The seven goals relate to Land Use, Housing, Economic Activity, Transportation, Environment, Community Identity and Design, and Regionalism.

The visions established in the Maryland Planning Act generally coincide with these goals. For this reason, the following discussion, which is keyed to the seven goals of the General Plan Refinement, also includes a discussion of the Clarksburg Plan's relationship to the Maryland Planning Act.

Achieve a variety of land uses and development densities consistent with the Wedges and Corridors pattern.

The Clarksburg Master Plan identifies Clarksburg as a town in the I-270 Corridor and creates a transition from the more densely developed portions of the Corridor to the south to the more rural and agricultural land uses to the north. A variety of land uses and development densities are provided within the town concept. This also conforms with Vision 1 of the Maryland Planning Act — development is to be concentrated in suitable areas — and Vision 3 — rural growth is to be directed to population centers and resource areas are to be protected.

Encourage and maintain a wide choice of housing types and neighborhoods for people of all incomes, ages, lifestyles, and physical capabilities at appropriate densities and locations.

Clarksburg now is relatively undeveloped, but at "end-state," the area may have as many as 14,000 housing units. The Plan takes great care to assure a wide choice of housing types, including recommended housing mix guidelines by neighborhood.

Promote a healthy economy, including a broad range of business, service, and employment opportunities at appropriate locations.

This Master Plan seeks to retain the existing employment centers in Clarksburg and adds employment acreage along selected locations near I-270. This recommendation conforms to the General Plan Refinement's statement that the I-270 Corridor "is a significant employment resource for the County and region." Improving connections between commercial centers and residential areas is promoted in the Plan, as envisioned by the General Plan Refinement (Economic Activity Strategy 4C). The recommendations which permit the intensification of existing centers of economic activity are in accord with Vision 6 of the Maryland Planning Act — economic growth is encouraged.

Provide a safe and efficient transportation system that serves the environmental, economic, social, and land use needs of the County and provides a framework for development.

The Clarksburg Master Plan supports many of the General Plan Transportation principles, including an improved transit system (Transportation Objective 4), bike-way system (Transportation Objective 6), and movement of through traffic away from local streets (Transportation Strategy 5A).

Conserve and protect natural resources to provide a healthy and beautiful environment for present and future generations. Manage the impacts of human activity on our natural resources in a balanced manner to sustain human, plant, and animal life.

This Plan pays particular attention to the protection of stream quality (Environment Objective 5) and proposes all main stream channels be part of a publicly owned greenway network. This Plan also proposes a transit-oriented development pattern, thereby reducing single-occupancy automobile travel and helping to maintain air quality (Environment Objective 7) and reduce energy consumption (Environment Objective 14). The Environmental Plan chapter identifies sensitive areas to be protected in compliance with Vision 2 of the Maryland Planning Act. This chapter is an indication of the County's stewardship of the Chesapeake Bay and land (Vision 4). The Plan's efforts for resource conservation comply with reducing resource consumption (Vision 5).

Provide for attractive land uses that encourage opportunities for social interaction and promote community identity.

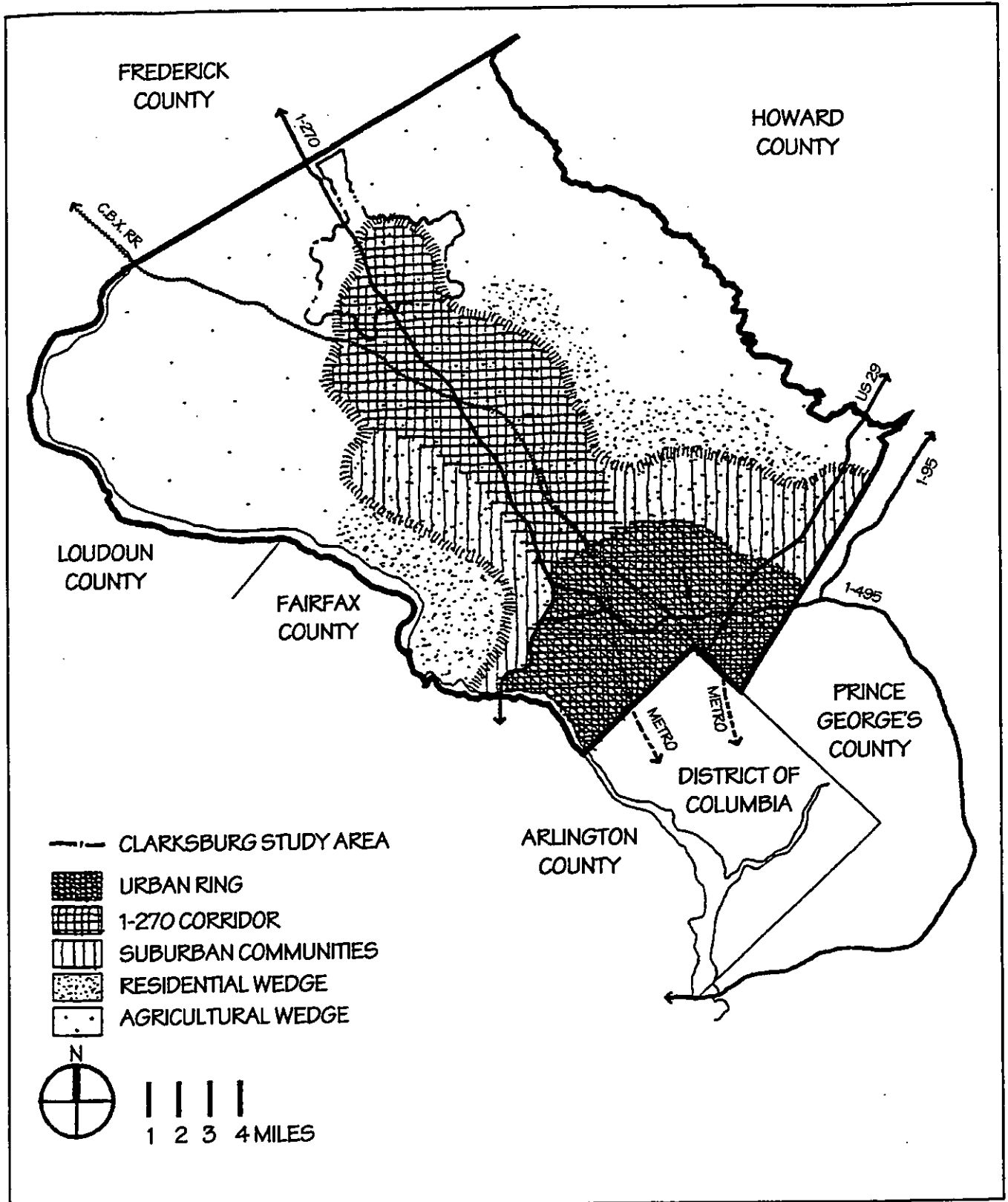
The advancement of social interaction and community identity are major issues in the Clarksburg Master Plan. Many of the General Plan goals, objectives, and strategies aimed at improving community identity are employed in this Plan. The Plan proposes development guidelines to provide connectivity between residential neighborhoods and between residences and commercial areas (Community Identity and Design Strategies 1E, 1H, 1I).

Promote regional cooperation and solutions of mutual concern to Montgomery County, its neighbors, and internal municipalities.

Clarksburg's commitment to achieving Clean Air Act standards and protecting water quality and quantity conform to the General Plan Refinement's strategy to "attain and maintain regional standards for matters of regional significance" (Regionalism Strategy 2D). This Plan has also been coordinated with

Relationship of Clarksburg to Wedges and Corridors

Figure 5



Frederick County planning efforts so the transitway, greenway, and roadway proposals are consistent with Frederick County plans.

Rationale for Chosen Priorities

The General Plan Refinement recognized that there will be conflicts among its goals, objectives, and strategies and noted that "it is only within the master plan context, where decisions about individual parcels of land are made, that any reasonable prioritization of competing goals and objectives can be made."

Clarksburg is located on the I-270 Corridor, which the General Plan Refinement identifies as a major development area. The Refinement's intent is contained in the land use objective, "Direct the major portion of Montgomery County's future growth to the Urban Ring and the I-270 Corridor." However, environmental resources in Clarksburg also require protection. Both the General Plan Refinement throughout the Environment Goal and the 1992 Planning Act urge protection of sensitive areas. Addressing these two factors has been a challenge throughout the planning process. The balance struck by the Clarksburg Plan is to propose a transit-oriented town scale of development largely east of I-270.

Overview of the Plan Adoption Process

This document is the culmination of a multi-year planning process which is outlined in Figure 6.

The Planning Board held public hearings on the Public Hearing (Preliminary) Draft Plan and subsequent worksessions to discuss public hearing testimony and to make final revisions to the Plan (see Figure 6, page 13).

The County Council Public Hearing on the Planning Board (Final) Draft Plan provided the general public an opportunity to express their concerns to the Council. After the Public Hearing, a series of Council worksessions were held and appropriate revisions to the Plan were made.

Following the adoption of the Plan, the County Council approved changes to the existing zoning to conform with the zoning recommended in the Adopted Plan.

Clarksburg Master Plan Development Process

Figure 6

Planning staff initiated community participation
and prepared with Executive staff review:

ISSUES REPORT

(August 1989)



Planning staff reviewed Issues Report with Planning Board,
and then prepared:

STAFF DRAFT PLAN

(October 1991)



Planning Board reviewed Staff Draft, and,
with modifications,
approved Plan as suitable for public hearing.

PUBLIC HEARING (PRELIMINARY) DRAFT PLAN

(February 1992)



Planning Board reviewed public hearing testimony,
received Executive comments at Board worksessions,
and adjusted Public Hearing Draft to become:

PLANNING BOARD (FINAL) DRAFT PLAN

(June 1993)



Council held public hearings and worksessions,
amended Planning Board Draft,
and forwarded to M-NCPPC to become:

APPROVED AND ADOPTED MASTER PLAN

(June 1994)

Vision for the Future

Overview

Ten key policies have guided the preparation of the Clarksburg Master Plan. All the land use, zoning, urban design, and transportation recommendations reflect these policies.

These policies will carefully guide the growth of Clarksburg from a rural settlement into a transit- and pedestrian-oriented town surrounded by open space.

Policy 1 Town Scale of Development

This Plan envisions Clarksburg as a town, at a larger scale than proposed in the 1968 *Clarksburg Master Plan* but smaller than a corridor city such as Germantown.

The Concept Plan for Clarksburg, as shown in Figure 7, envisions a transit-oriented community located in a natural setting. About 80 percent of all future development is channeled to the Town Center and a series of transit-oriented neighborhoods. Approximately 40 percent of the Study Area is designated as agricultural and rural open space.

The proposed scale of Clarksburg in terms of estimated population at build-out is compared to the 1968 *Clarksburg Master Plan* and the 1989 *Germantown Master Plan* below:

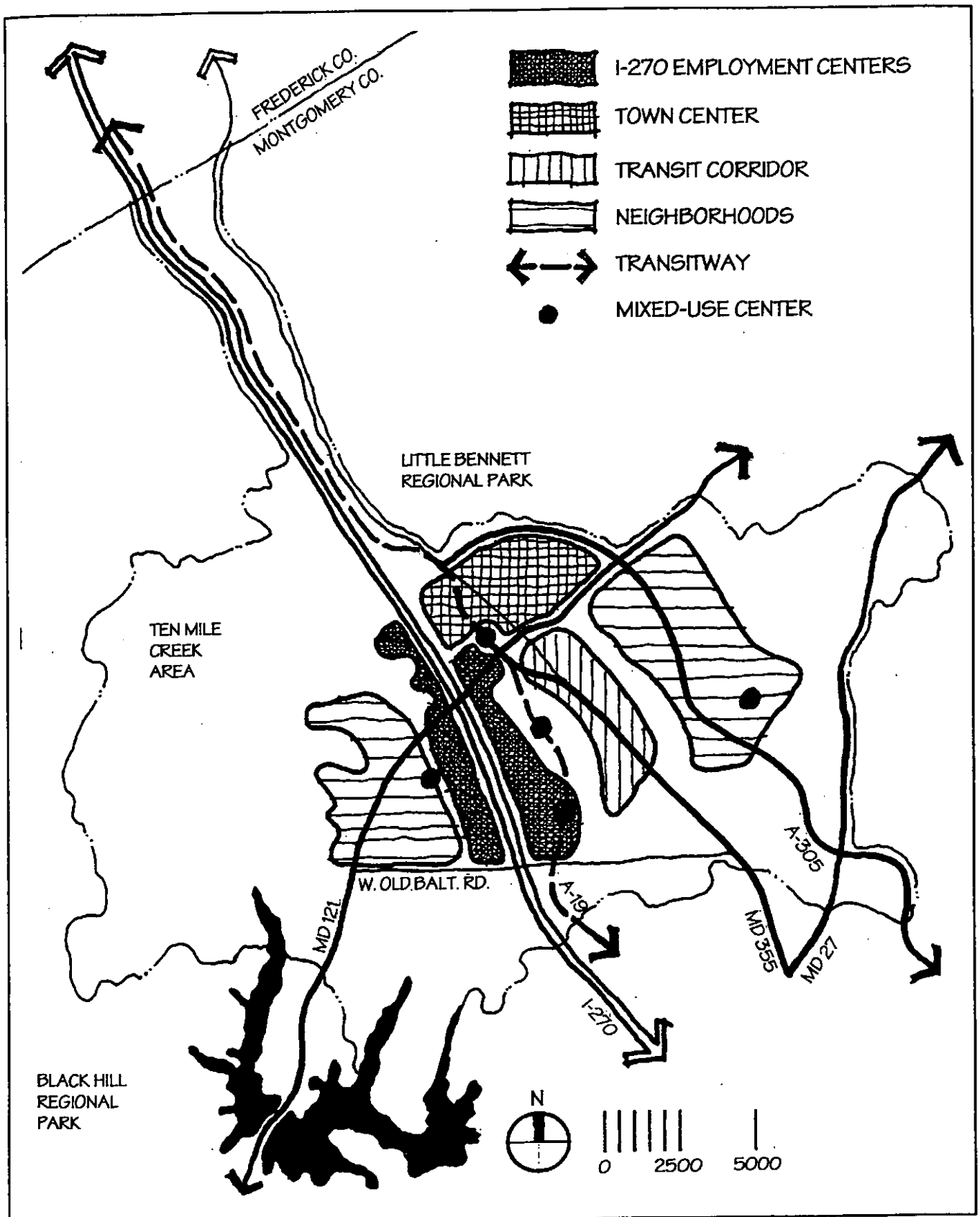
	1968 Clarksburg Master Plan	1989 Germantown Master Plan	1994 Clarksburg Master Plan
Population	41,900	92,000	43,000

This Plan:

- Includes the Clarksburg Historic District as a key component of an expanded Town Center.
- Balances the need for higher densities to support transit with the need to protect the area's environmental resources.
- Organizes future development into a series of neighborhoods.
- Includes housing mix guidelines by neighborhood to assure a variety of housing types.
- Limits higher density, residential development (9-11 units per acre) to neighborhoods within walking distance of transit.
- Strives to maintain an identity for Clarksburg separate from Germantown or Damascus.
- Recognizes the importance of civic spaces and public uses to the development of a town concept.
- Continues the role of I-270 as a high technology center but proposes a scale and intensity of employment uses that is consistent with a town scale of development.

Town Scale of Development

Figure 7



Policy 2 Natural Environment

This Plan recommends that Clarksburg's natural features, particularly stream valleys, be protected and recommends Ten Mile Creek and Little Seneca Creek be afforded special protection as development proceeds.

Clarksburg offers a rich array of environmental resources, including Little Seneca Lake, streams with very high water quality, a large number of stream headwaters, extensive tree stands, and an impressive array of flora and fauna, particularly in stream valleys. These resources give Clarksburg a unique character and must be protected.

Environmental concerns are the single most important reason why Clarksburg is proposed as a town rather than a larger corridor city. Densities proposed are intended to be high enough to support Plan objectives relating to housing mix, compact neighborhoods, transit- and pedestrian-oriented land use patterns, and retail and employment uses, yet moderate enough to help reduce pressure on Clarksburg's environmental network. Achieving this rather delicate and imprecise balance is a difficult goal but one which must be achieved if Clarksburg's outstanding environmental setting is to be preserved.

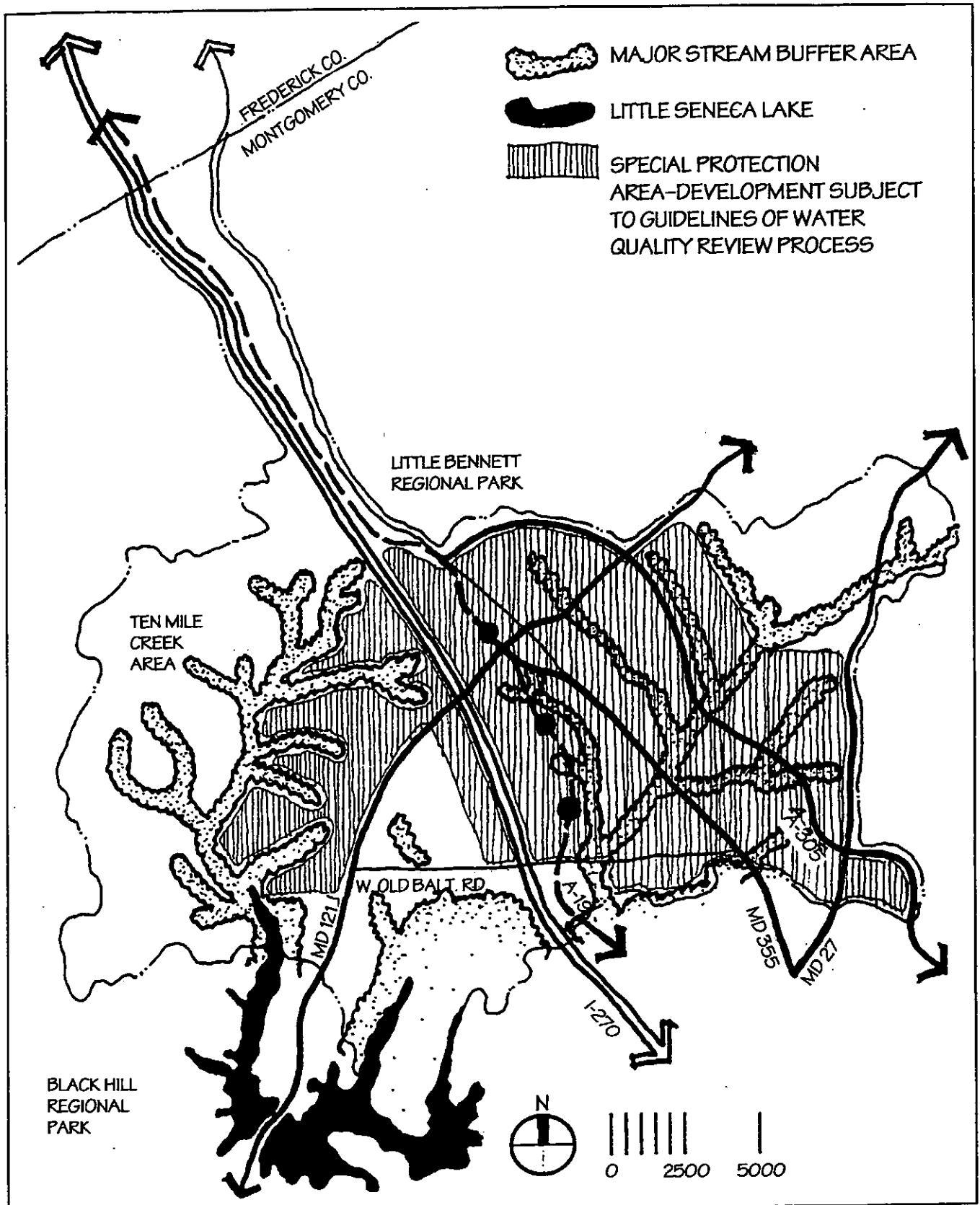
Efforts beyond the current environmental guidelines are considered crucial to address development impacts on the high-quality environment of Clarksburg. This Plan protects the most sensitive environmental resources by applying additional water quality review and monitoring requirements (see Figure 8).

This Plan:

- Identifies the Ten Mile Creek watershed as an environmentally sensitive area of County-wide significance.
- Recommends forested buffers along all stream valleys to promote water quality.
- Identifies those streams most likely to experience adverse water quality impacts from development and recommends special development guidelines to mitigate these effects and maintain high-functioning streams.
- Recommends public acquisition of all the main stream branches.
- Endorses the preparation of a wetlands management plan in conjunction with the Maryland State Department of Natural Resources.
- Recommends development in the most sensitive watershed (Ten Mile Creek) occur only after the implementation and evaluation of the water quality review process has been completed.

Natural Environment

Figure 8



Policy 3 Greenway Network

This Plan recommends a multi-purpose greenway system along stream valleys.

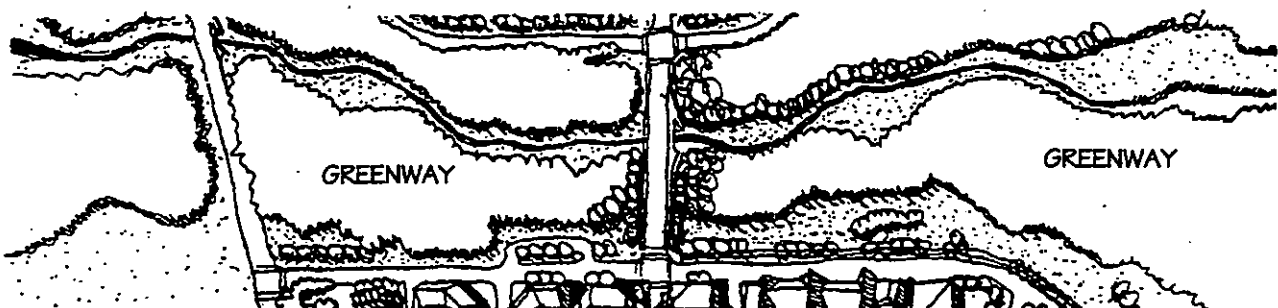
A “greenway” is simply a linear corridor — it may be as elaborate as a paved hiker-biker trail or as simple as a woodland path. Facilities in greenways should be compatible with environmental goals.

The greenway system shown in Figure 9 is approximately 11.5 miles in length and for the most part follows stream valleys. The greenway is the major organizing element of an open space network, which includes local parks, schools, stream buffer areas, and a hiker-biker trail system.

This Plan:

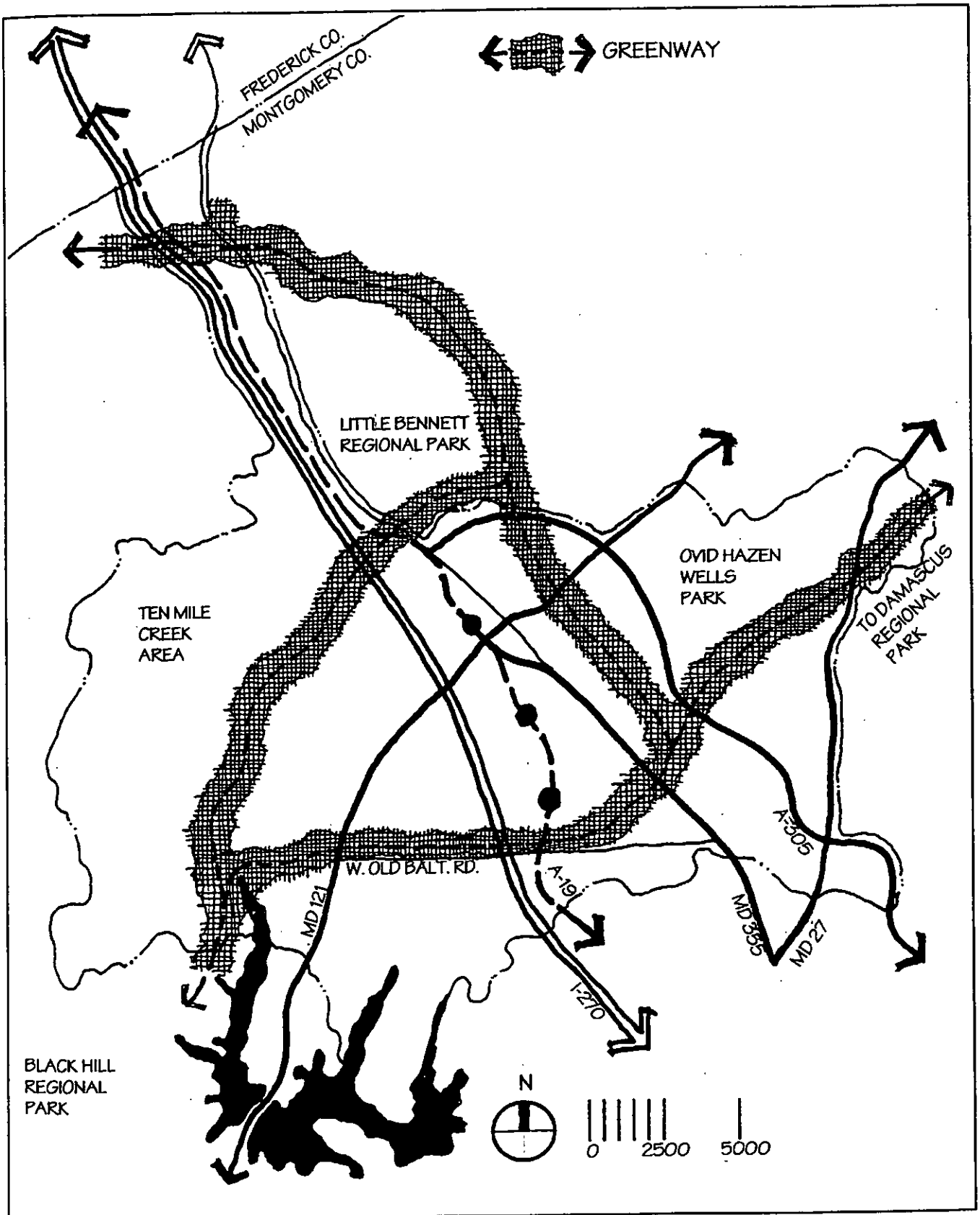
- Provides a trail system that links the three major parks in the Study Area: Little Bennett Regional Park, Black Hill Regional Park, and Ovid Hazen Wells Park.
- Links Clarksburg to the larger regional park and open space system, including Frederick County to the northwest, the Damascus Stream Valley Park to the northeast, and the Seneca Creek State Park to the south.
- Provides future residents of Clarksburg easy access to outdoor experiences.
- Creates a trail system that provides access to the Town Center and key community facilities.
- Proposes a bikeway system that is complementary to the greenway network.
- Recommends schools and local parks be located and designed with convenient access to the greenway.
- Proposes that the greenway network be part of the M-NCPPC park system.

Greenway in the Town Center



Greenway Network

Figure 9



Policy 4 Transit System

This Plan proposes a comprehensive transit system that will reduce dependence on the automobile.

The key elements of the Plan's transit system are illustrated in Figure 10 and described below. Transit is an essential feature of this Plan; without it, the Plan's vision cannot be realized.

This Plan:

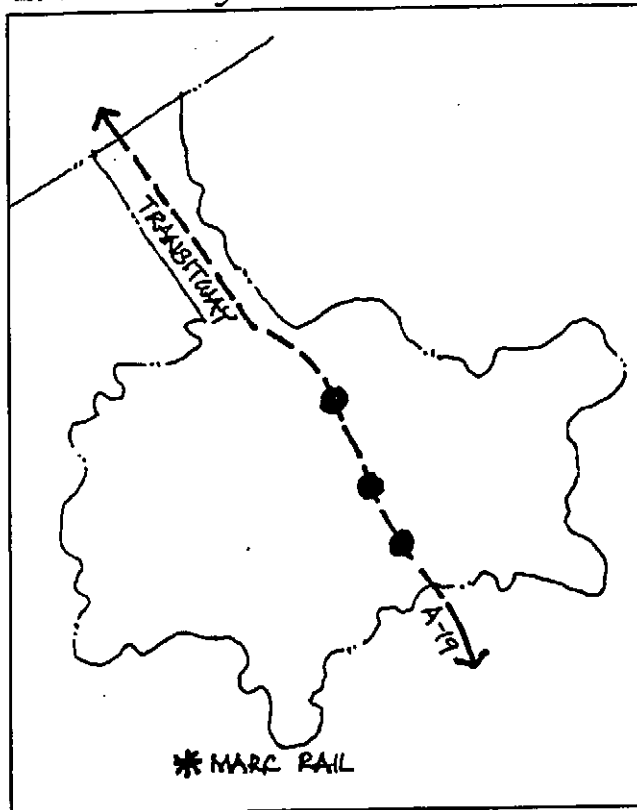
- Includes a regional transitway which will be part of a larger transit network extending south to Germantown and Shady Grove and will ultimately extend north to the City of Frederick.
- The transitway will serve the transportation needs of residents and workers in the I-270 Corridor north of Shady Grove. Forecasts for Montgomery County anticipate that this geographic area will be home to over 200,000 residents and the workplace for more than 185,000 employees by the year 2010.
- For those residents of Clarksburg seeking transit service to the Washington, D.C. marketplace, commuter rail service (MARC) from the Boyds train station is presently available.
- Incorporates the transitway as part of a proposed road right-of-way.
- Designates key arterial roadways as potential bus routes. The intent is to create bus routes within a one-quarter-mile distance from concentrations of development. The local routes will be connected to the through-transit system to form a comprehensive transit network.
- Recommends a bikeway system which emphasizes separate rights-of-way for cyclists.

A-19 Observation Drive/Transitway and Median

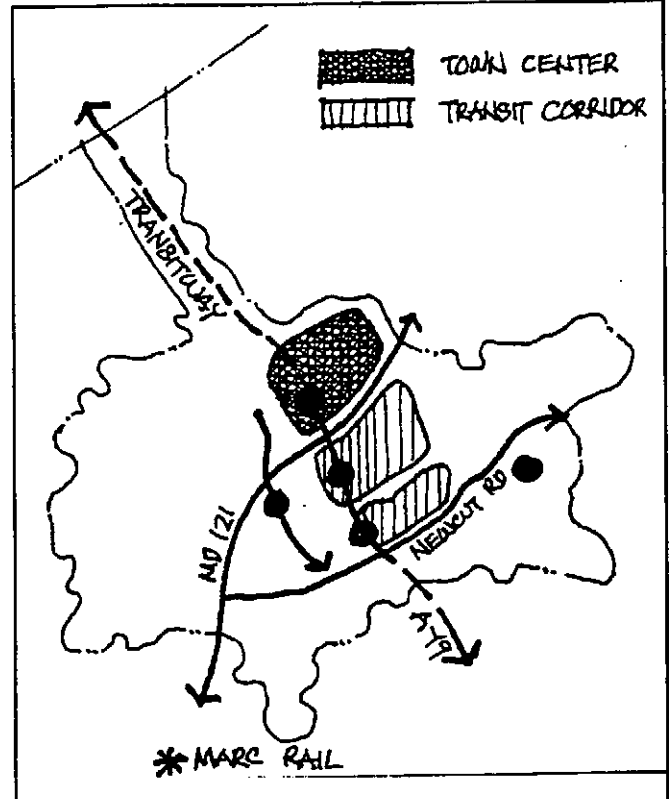


Transit System

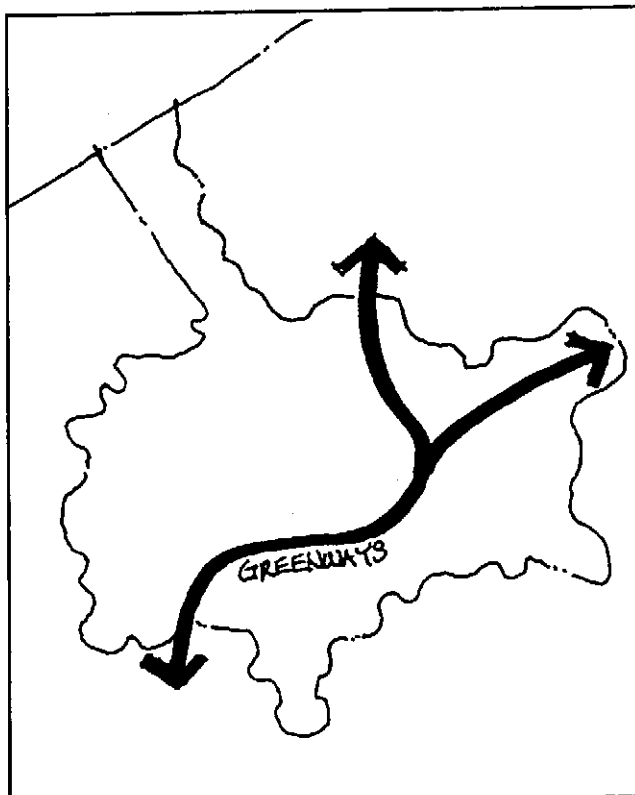
Figure 10



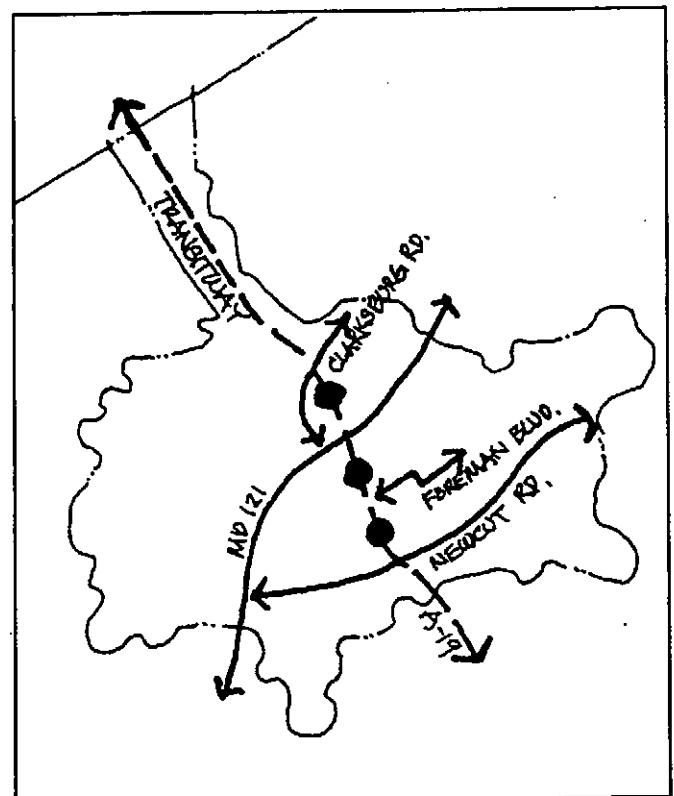
1. Through or Regional Transit



2. Local Transit - Bus Routes



3. Bikeways Along Greenways



4. Bikeways Along Highways

Policy 5 Hierarchy of Roads and Streets

This Plan proposes a street network which clearly differentiates between highways needed to accommodate regional through traffic and roads which provide subregional and local access.

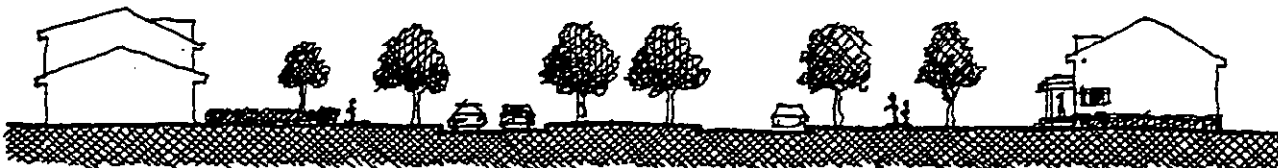
The primary function of roads and highways is to distribute traffic. This Plan also recognizes that the location and design of roads contributes significantly to the character of a community. For this reason, a great deal of attention has been given to the cross-section design of the roads proposed in this Plan, the relationship of roads to neighborhood land use, and design objectives and the relationship of the road network to the proposed park and open space system.

This Plan:

- Proposes a transportation network which encourages through traffic to bypass the major concentrations of development in Clarksburg.
- Recommends that roads linking major highways to neighborhoods be “pedestrian friendly” and include medians, street trees, and generous sidewalk areas.
- Endorses an extensive network of interconnected streets to provide local access within neighborhoods; streets are intended to increase mobility within each neighborhood by providing sidewalks on both sides, street trees, and on-street parking.
- Proposes a special character for Observation Drive (A-19) since this road will include the proposed transitway and serve both residential and employment uses.
- Proposes that MD 355 be reclassified from a major highway to an arterial to support the town scale of development.
- Designates certain historic and scenic roads as “rustic” to help preserve their character.

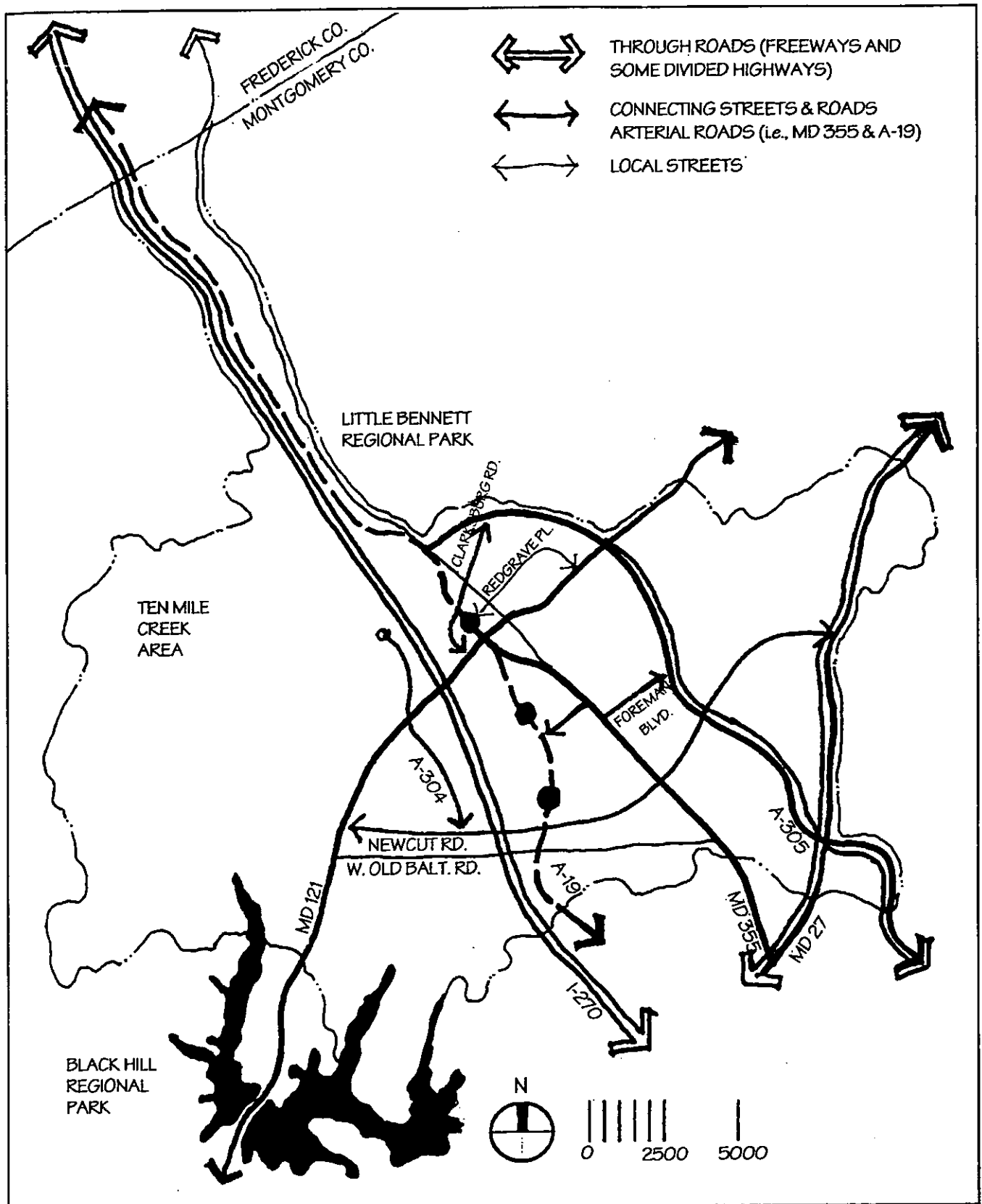
Figure 11 illustrates the hierarchy concept.

MD 355 (Frederick Avenue)



Hierarchy of Roads and Streets

Figure 11



Policy 6 Town Center

This Plan proposes a transit-oriented, multi-use Town Center which is compatible with the scale and character of the Clarksburg Historic District.

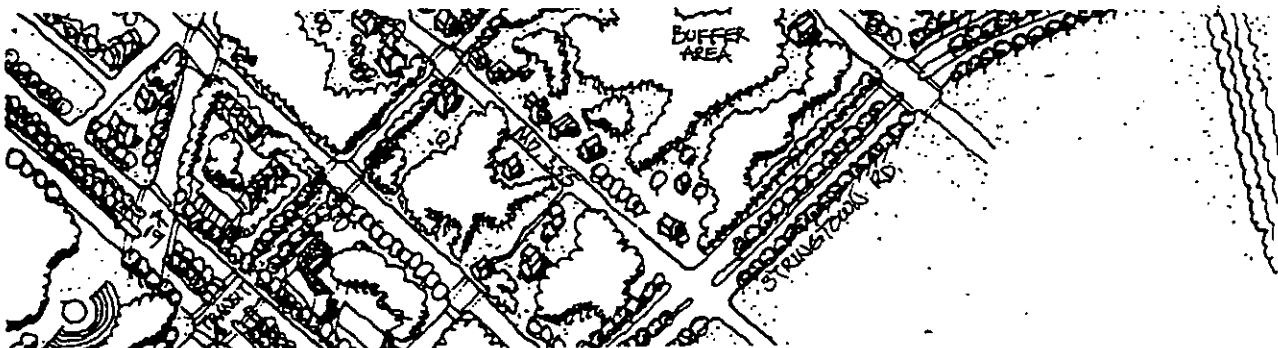
Clarksburg is one of the County's oldest and most significant early communities. It is designated as a historic district on the Master Plan for Historic Preservation for many reasons, one of which is that it retains a large degree of its early 19th-early 20th century character.

This Plan continues the historic function of Clarksburg as a center of community life (see Figure 12). It will be part of an expanded Town Center (635 acres) which will include a variety of uses (a school, civic uses, park, retail centers) and a mix of housing types. Assuring compatibility of future development with the historic district has been a guiding principle of the planning process.

This Plan:

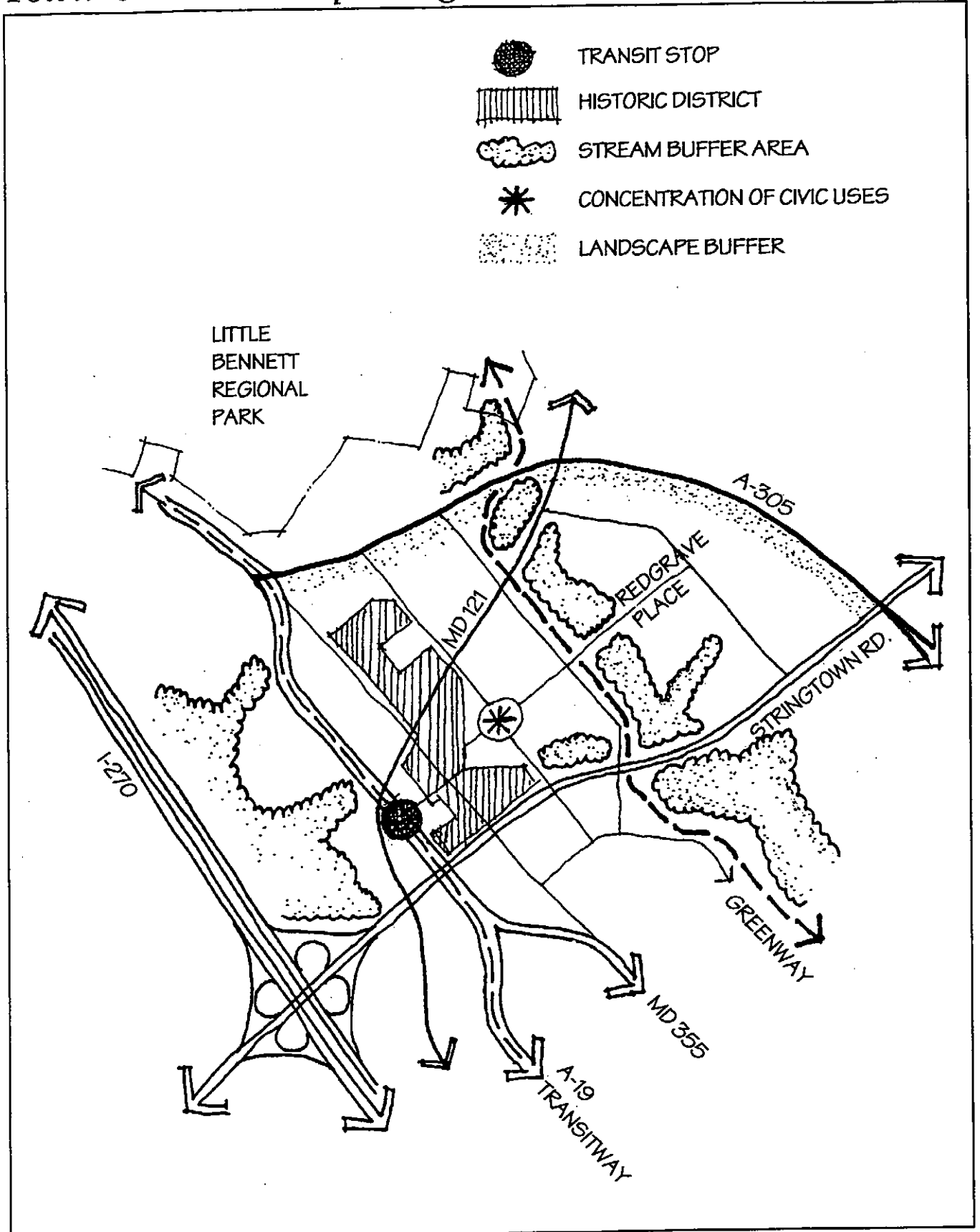
- Provides a concentration of civic uses (library, post office, elementary school, etc.) to help define the Town Center as the focal point of public activities.
- Provides a street system which facilitates pedestrian as well as automobile movement.
- Retains the existing character of MD 355 as a "Main Street" for local traffic rather than a major highway for regional traffic.
- Proposes a transit stop in the Town Center.
- Proposes a buffer concept around the historic district to protect its character.
- Proposes a mix of housing types throughout the Town Center.
- Proposes a pattern of development similar to traditional "town squares."
- Designates an area visible from I-270 for high-technology employment uses.

Town Center Illustration



Town Center Concept Diagram

Figure 12



Policy 7 Transit- and Pedestrian-Oriented Neighborhoods

This Plan clusters development into a series of transit- and pedestrian- oriented neighborhoods.

One of the major Plan challenges is how to channel and direct future development in a way that will allow future residents to feel part of a larger community. The neighborhood is the basic building block in establishing that sense of community. This Plan proposes a number of neighborhoods which are characterized by similar elements as illustrated in Figure 13:

Mix of Uses

- Establishes a mix of uses in each neighborhood to encourage pedestrian travel and reduce dependency on the automobile.
- Discourages separation of uses.
- Provides a pattern of development that provides for retail uses, employment opportunities, open spaces, schools, and housing units.
- Proposes retail and employment uses at a pedestrian scale and oriented to the needs of residents.

Interconnected Streets

- Provides more direct access for pedestrians, bicyclists, and vehicles to all areas of the neighborhood, including transit stations, retail stores, civic space, and residences.
- Encourages the use of a wide variety of road sections available in Montgomery County, which range from tree-lined boulevards (divided primary streets) to the more narrow residential streets (secondary streets) that are found in many of the older neighborhoods.
- Provides sidewalks along both sides of the streets and encourages on-street parking.

Diversity of Housing Types

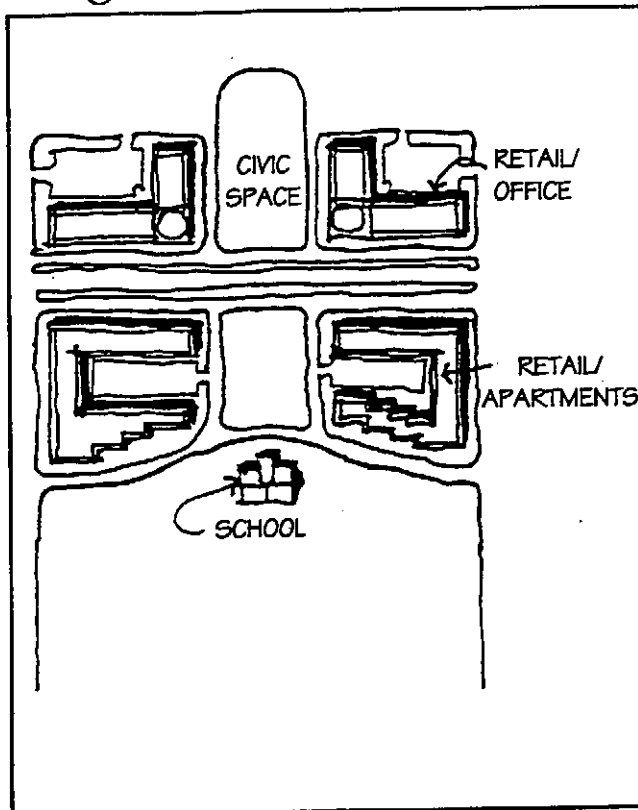
- Endorses a mix of unit types at the neighborhood level.
- Avoids large concentrations of any single type of housing within each neighborhood.

Street-Oriented Buildings

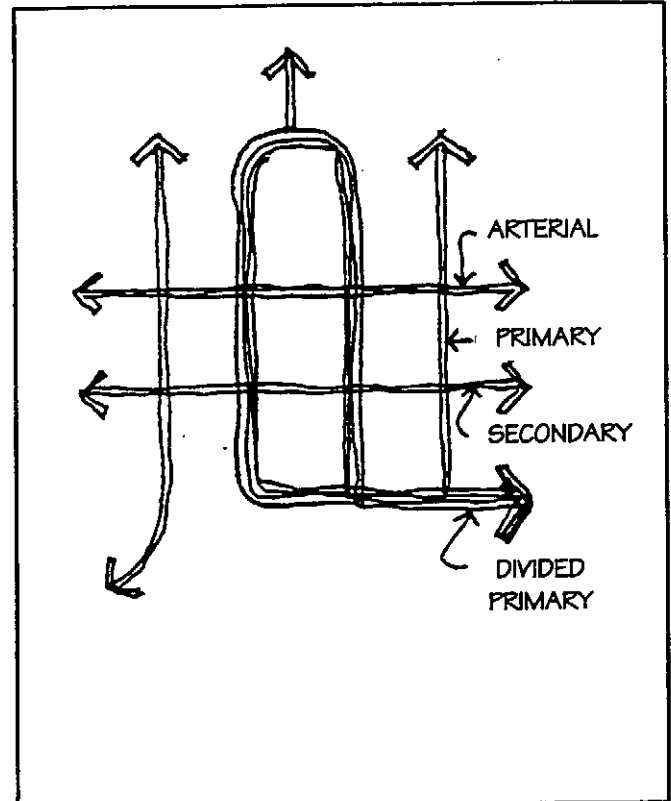
- Fosters the creation of transit- and pedestrian-oriented neighborhoods by proposing that buildings be clustered along streets.

Transit- and Pedestrian-Oriented Neighborhoods

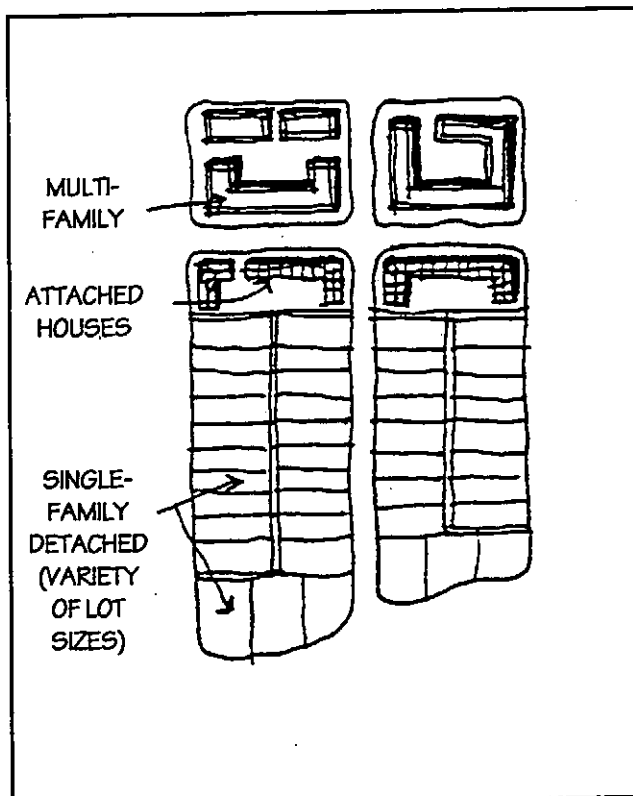
Figure 13



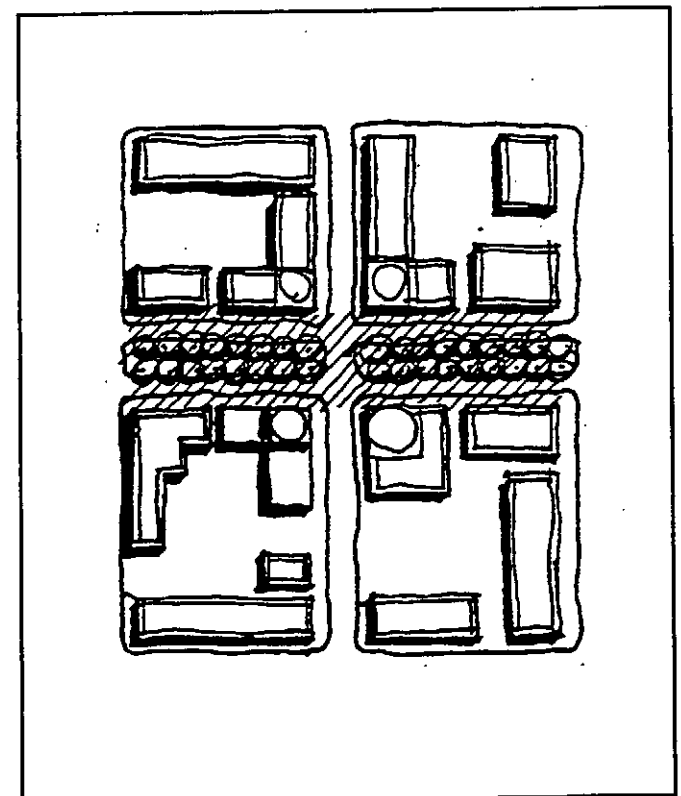
1. Mix of Uses



2. Interconnected Streets



3. Diversity of Housing Types



4. Streets Oriented Buildings

Policy 8 Employment

This Plan emphasizes the importance of I-270 as a high-technology corridor for Montgomery County and the region and preserves key sites adjacent to I-270 for future employment options.

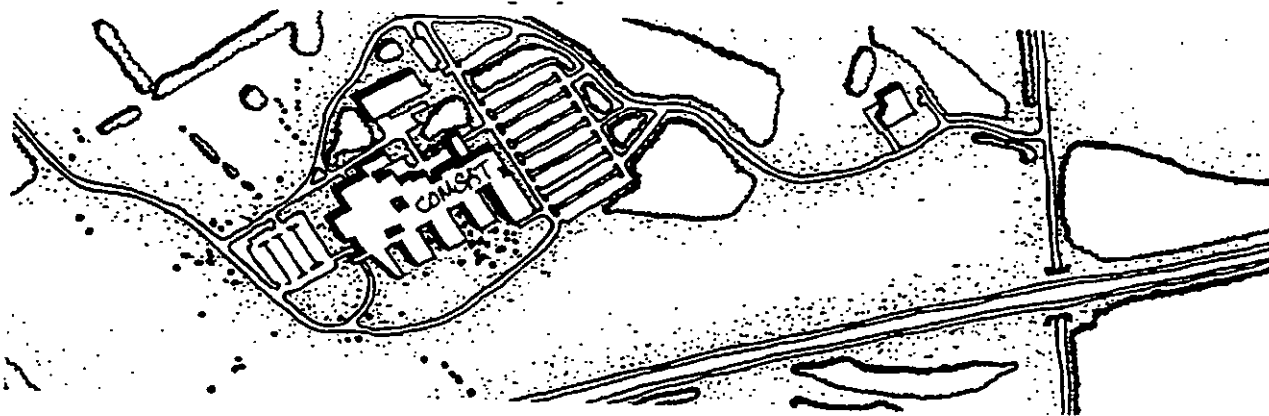
The proximity of Clarksburg to I-270 has resulted in the location of two significant employment campuses in the area: Comsat and Gateway 270. These two areas, both zoned for office and light industrial uses, could ultimately generate more than 20,000 jobs. Although these two campuses are likely to meet employment needs for years to come, this Plan recognizes the long term importance of I-270 as a high-technology corridor. For this reason, the Plan designates acreage on both sides of I-270 for employment sites. In addition to being visible from I-270, these sites lie near existing or proposed interchanges and are large enough to allow comprehensively designed employment centers.

Additional limited employment uses are recommended at transit stops, at the Town Center, and in neighborhoods as part of a mixed-use land use pattern as shown in Figure 14.

This Plan:

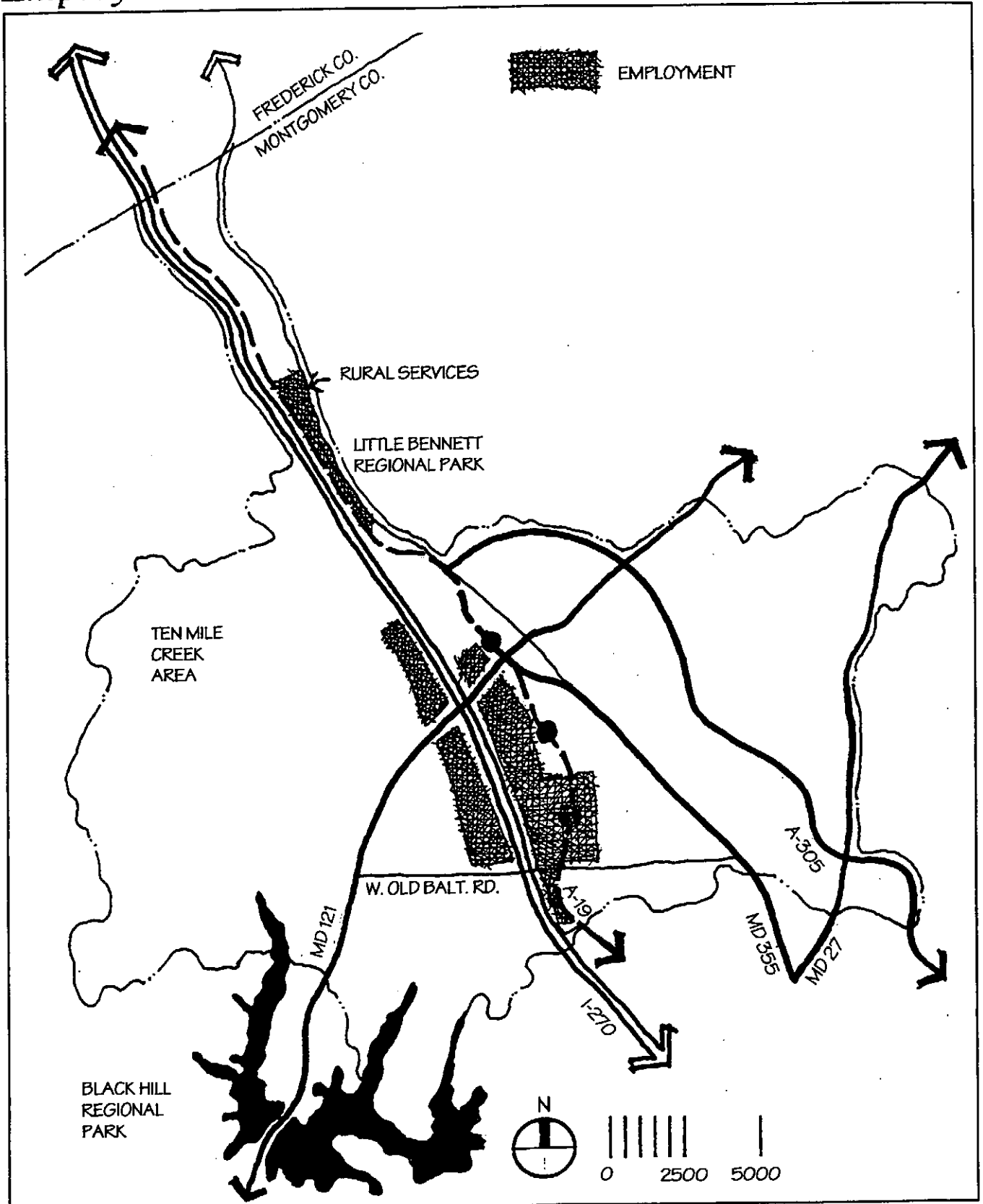
- Continues the role of I-270 as a high technology center but proposes a scale and intensity of employment use that is consistent with a town scale of development.
- Supports the continued development of Clarksburg's two major employment areas: Gateway 270 and Comsat.
- Broadens the employment base by identifying areas for non-office, low intensity industrial uses.
- Incorporates office and retail uses as part of neighborhood development.
- Continues small scale industrial uses north of Comus Road.

Employment Along I-270



Employment

Figure 14



Policy 9 Farmland Preservation

This Plan supports and reinforces County policies which seek to preserve a critical mass of farmland.

The Clarksburg Study Area adjoins an area designated as "Agricultural Reserve" by the Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County (October 1980). That Plan states that when the Clarksburg Master Plan is revised, "additional farmland and open space acreage probably will be added" to the total Agricultural Reserve.

This Plan:

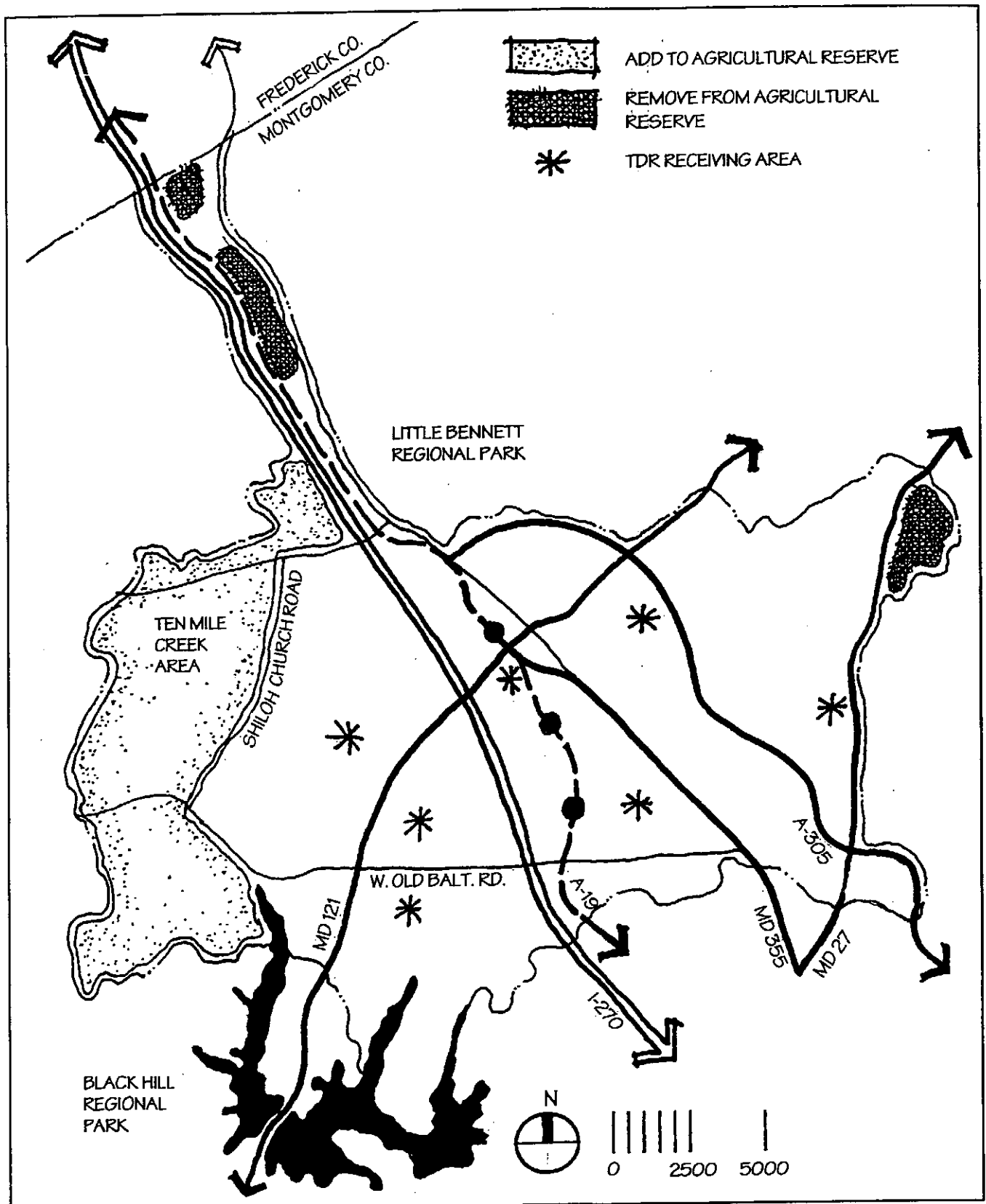
- Proposes that 1,900 acres in Clarksburg be added to the County's Agricultural Reserve Area. This recommendation will help create a transition from the I-270 Corridor to productive agricultural land in western Montgomery County. The preservation of farmland will also contribute to the concept of Clarksburg as a town surrounded by rural open space.
- Proposes that certain areas in the vicinity of Clarksburg be removed from the Agricultural Reserve. Approximately 392 acres are involved. The agricultural character of these areas, also shown in Figure 15, will be changed once the land use and transportation recommendations of this Plan are implemented.
- Designates certain properties as TDR receiving areas. The TDR program is described in more detail in the Implementation Strategies chapter, but essentially it allows the transfer of density from the Agricultural Reserve area to Master Plan designated "receiving areas." Generalized areas being proposed as TDR receiving areas in this Plan are highlighted in Figure 15.
- Endorses the use of agricultural Best Management Practices.

Agricultural Reserve Area Illustration



Farmland Preservation

Figure 15



Policy 10 Staging

This Plan recommends that development be staged to address fiscal concerns and to be responsive to community building and environmental protection objectives.

The end-state Land Use Plan will require a substantial amount of capital facilities. The Montgomery County Office of Planning Implementation has pointed to the need for additional revenue sources to fund these facilities.

Other planning concerns which underscore the need for opening development areas in accord with established staging principles, include:

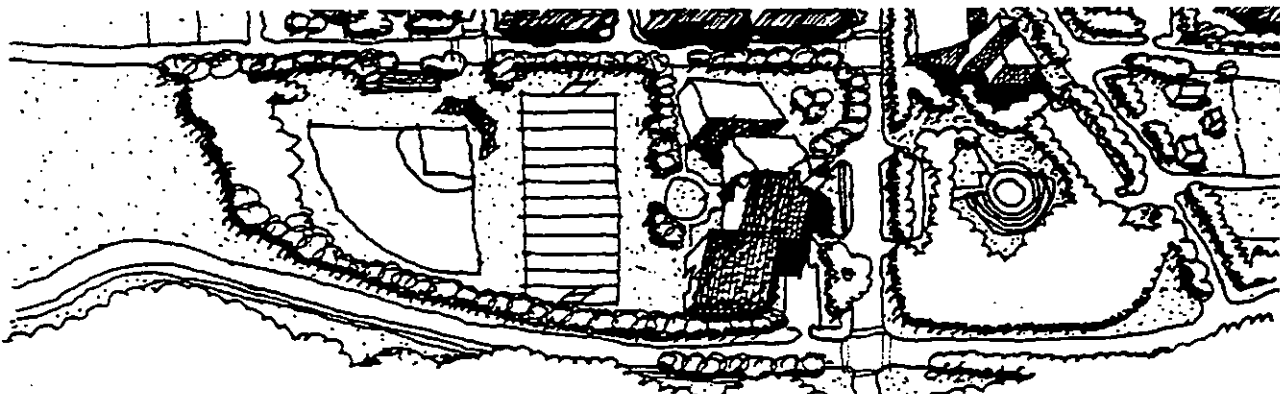
- Sewage treatment and conveyance system capacity constraints.
- Plan objectives to foster early development of the Town Center and the east side of I-270 in general.
- Environmental concerns in Ten Mile Creek.

This Plan:

- Identifies six staging principles to help guide growth in Clarksburg.
- Designates four geographic staging areas (see Figure 54) and staging events which must occur prior to development of each stage.
- Relies on the Comprehensive Water Supply and Sewerage Systems Plan to implement the staging recommendations.
- Outlines how the Annual Growth Policy (AGP) and the Comprehensive Water Supply and Sewerage Systems Plan can be supportive of zoning strategies.

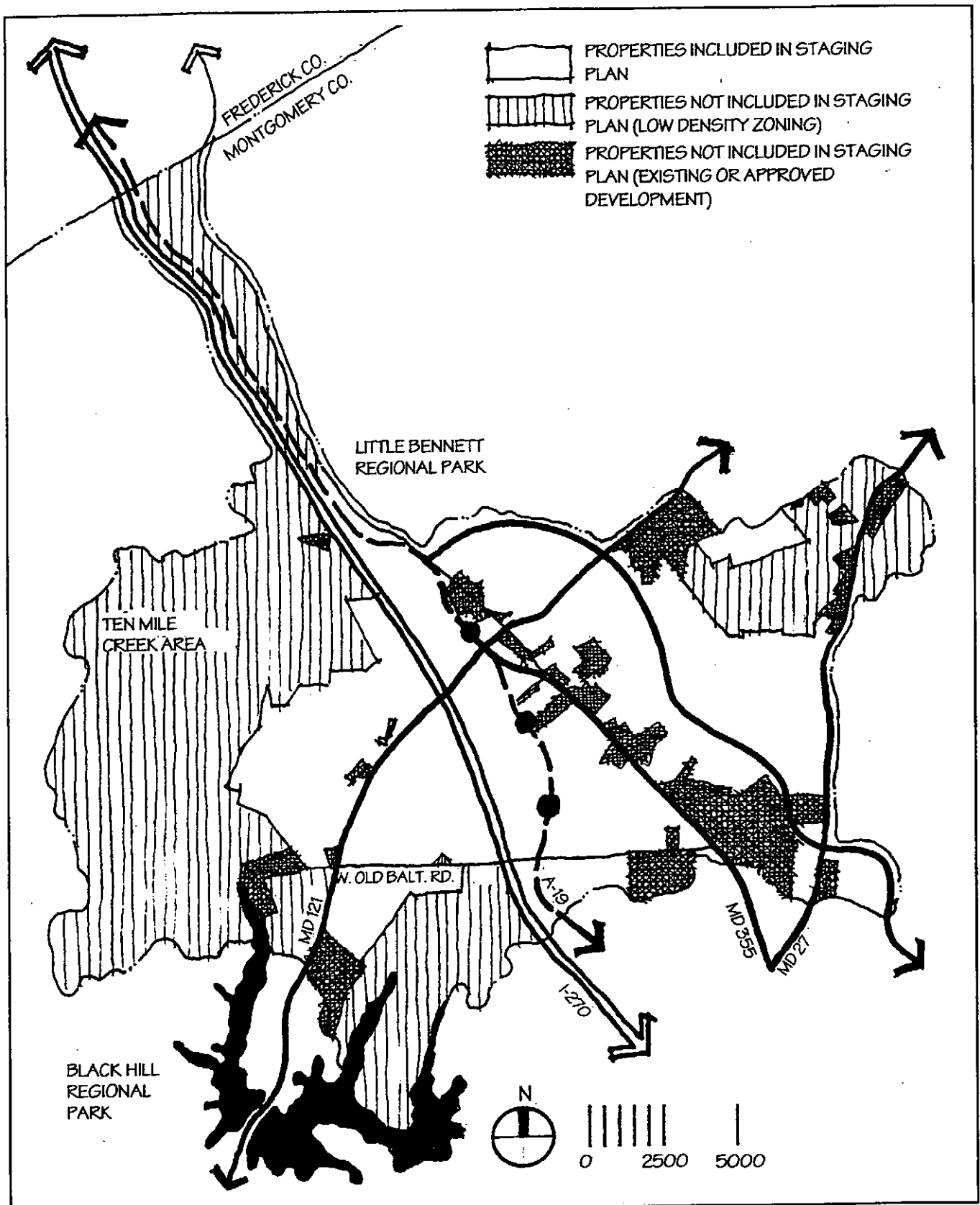
The properties affected by this recommendation are shown in Figure 16.

Public School Illustrative Sketch



Staging

Figure 16



Land Use Plan

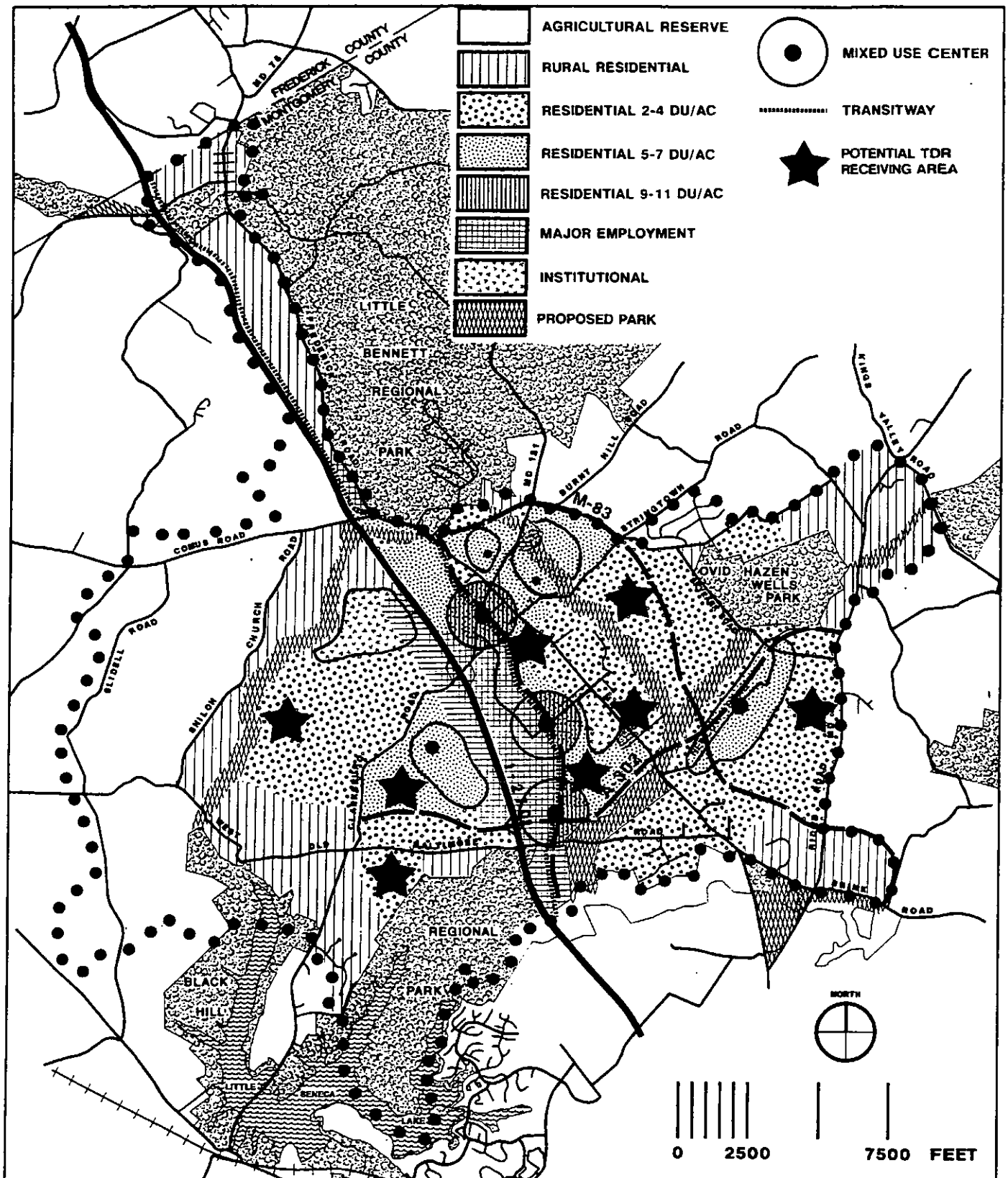
Overview

The recommended land use for the Study Area is shown in Figure 17. In accord with the planning policies, development is channeled to the Town Center, designated transit stops, and two neighborhood centers. The area west of Ten Mile Creek is proposed for rural and agricultural uses. Land use proposals for the historic districts of Clarksburg, Hyattstown, and Cedar Grove are consistent with their current scale and character.

This chapter also includes urban design concepts for the Town Center, the historic districts of Clarksburg and Hyattstown, and two proposed neighborhood centers.

Generalized Land Use Plan

Figure 17



Plan Terminology and Summary of End-State Development Potential

For purposes of discussion, the Clarksburg Study Area has been divided into geographic areas. These areas are:

1. Town Center District
2. Transit Corridor District
3. Newcut Road Neighborhood
4. Cabin Branch Neighborhood
5. Ridge Road Transition Area
6. Brink Road Transition Area
7. Hyattstown Special Study Area
8. Ten Mile Creek Area

These areas are shown in Figure 18, Analysis Areas, and their assumed land use at full development is summarized in Table 2, page 40.

A key objective which has guided this planning process has been the need for Clarksburg to provide a variety of housing types. For this reason, the Plan recommends the following housing mix guidelines by geographic area:

Recommended Housing Mix by Geographic Area

Table 1

	Multi-Family	Attached	Detached
Town Center District	25-45%	30-50%	10-20%
Transit Corridor District			
Transitway Area	30-50%	40-60%	5-10%
MD 355 Area	5-10%	30-40%	50-60%
Newcut Road Neighborhood	10-20%	35-45%	45-55%
Cabin Branch Neighborhood	10-20%	35-45%*	45-55%
Ten Mile Creek East	0%	0-30%	70-100%
Total Study Area	15-25%	30-40%	40-50%

Note: * Includes 5-10% Semi-Detached Units.

Tabular summaries relating to housing mix, housing types, jobs/housing mix and retail forecasts are included in the Technical Appendix.

Table 2

Summary of Maximum End-State Development Potential by Geographic Area*

Planning Subarea	Acres	Dwelling Units*	Employment and Retail (Square Feet)
Town Center District	635	2,600	770,000
Transit Corridor District	990	2,790	3,300,000 – 5,000,000**
Newcut Road Neighborhood	1,060	4,660	109,000
Cabin Branch Neighborhood	950	1,950	2,420,000
Ridge Road Transition Area	900	540	26,000
Brink Road Transition Area	860	1,000	871,000
Hyattstown Special Study Area	687	150	155,000
Ten Mile Creek Area	3,588	1,240	960,000
Totals	9,670 ***	14,930 ***	8,611,000 – 10,311,000 ***

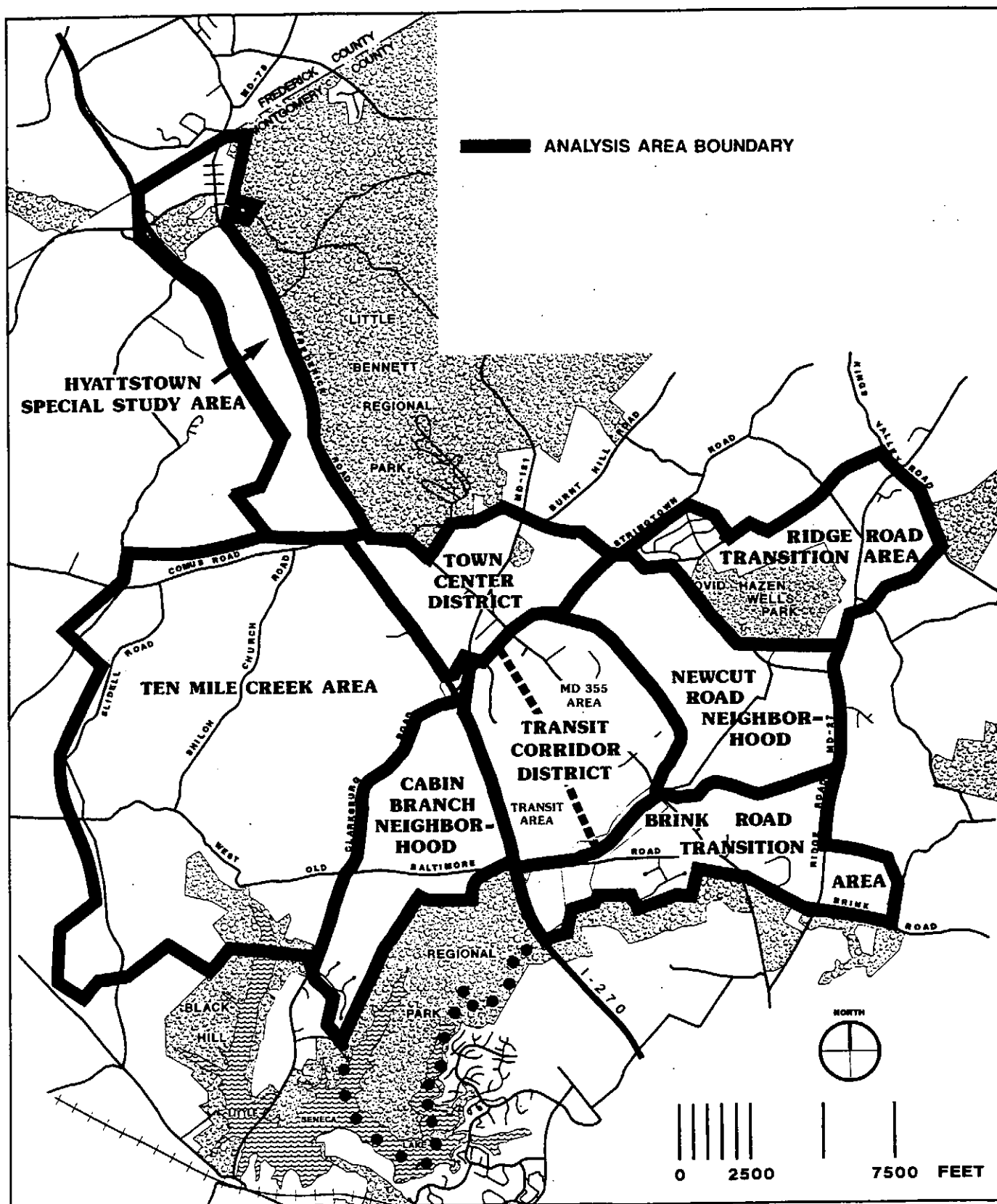
* See the Technical Appendix for a description of the methodology used to calculate end-state development. End-state development is based on zoned holding capacity yields.

** The maximum amount of development on the Comsat property could range from 2.3 million square feet to 4.0 million square feet depending on whether Master Plan criteria relating to transit-oriented development are met.

*** Rounded.

Analysis Areas

Figure 18



Land Use Plan Recommendations by Geographic Area

Town Center District (635 acres)

The historic center of Clarksburg is located at MD 355 and MD 121. Buildings dating to the early 1800s still remain and newer uses, such as the Clarksburg Post Office and a bank, have continued the role of Clarksburg as a community center.

This Plan creates a Town Center, which includes the historic district as a focal point. Surrounding the historic district are mixed-use neighborhoods, office, and residential opportunities. A strong interrelationship between the historic district and new development is proposed to help blend the “old” with the “new.”

As noted in the Environmental Plan chapter, portions of the Town Center are located in the headwaters of Ten Mile Creek. This environmental concern was considered during the Plan process and less constrained locations for the Town Center were evaluated. However, the advantages of locating the Town Center near the historic district in terms of fostering community identity and reinforcing the traditional center of Clarksburg are equally important Plan objectives. To help address environmental concerns, the Plan shows reduced densities for parcels closest to the headwaters of Ten Mile Creek.

An important feature of the Town Center is a transit stop located along a new proposed road west of the historic district. This stop is envisioned as the focal point of a small, medium density, mixed-use neighborhood. The Plan includes detailed guidelines regarding building heights near the historic district to help assure compatibility.

Plan Objectives:

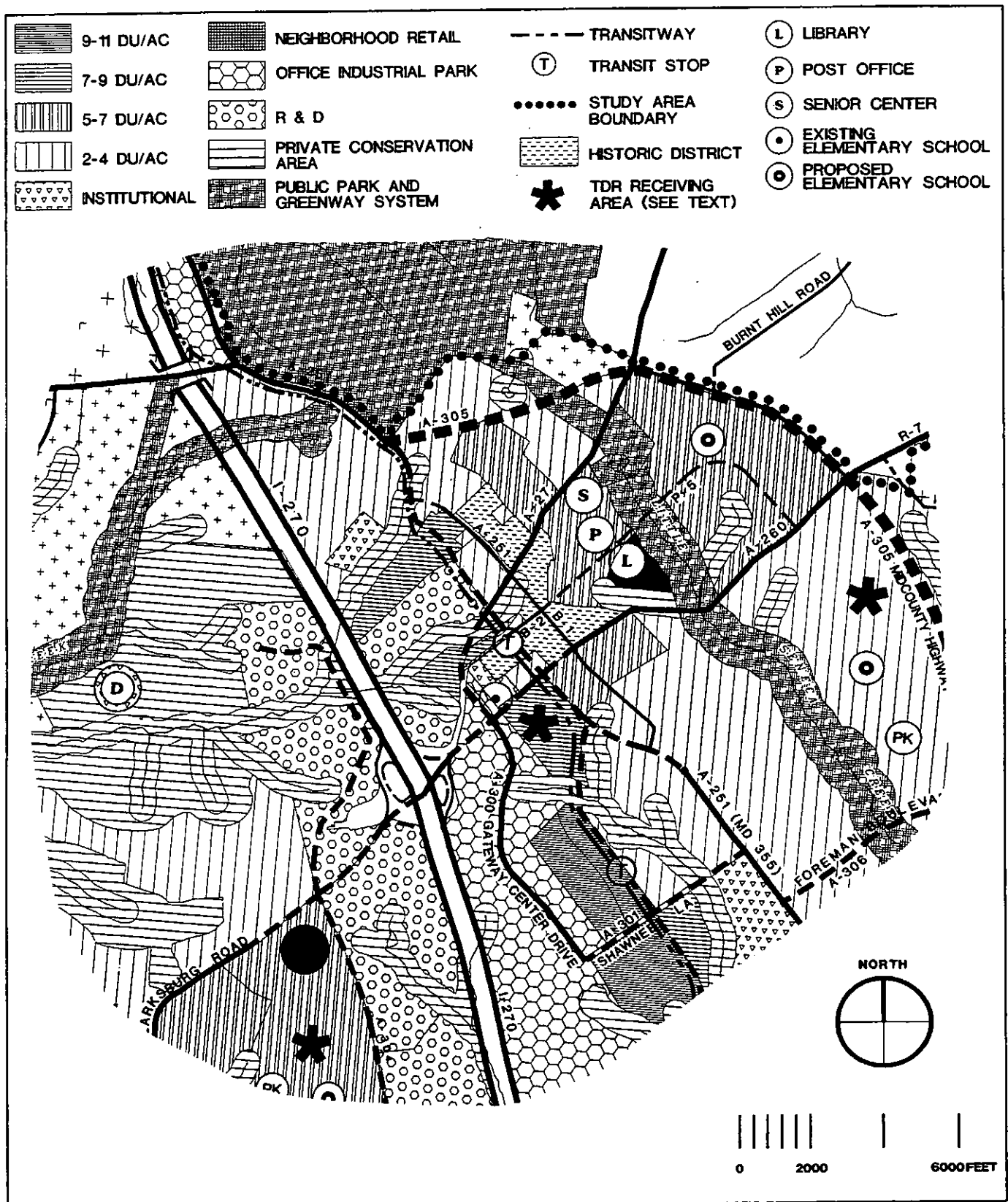
- **Create a Town Center which will be a strong central focus for the entire Study Area.**

The Land Use Plan for the Town Center is shown in Figure 19, page 43; the Town Center Concept Diagram is shown in Figure 12, page 27. This Plan proposes residential, retail, and office uses within the Town Center. Of equal importance is that the Plan recommends civic and public uses also be concentrated here.

An Illustrative Sketch has been prepared to provide one example of the pattern of development envisioned for the Town Center (see Figure 20, page 45). This Illustrative Plan is intended to provide only one example and not a prescription of future development. The important features shown in the Illustrative Plan include the patterns of small blocks, the use of an interconnected system of streets which avoids the use of dead-end streets and provides access to transit, the preservation and enhance-

Town Center District Land Use Plan

Figure 19



ment through selective infill of the existing historic district, the street-orientation of buildings, and the provision of a variety of open spaces.

- Reinforce the concept of I-270 as a high tech employment corridor by designating a suitable site near I-270 for employment use.

The Land Use Plan recommends an employment site for up to 470,000 square feet in the Town Center District. The proposed site has the following characteristics:

- It is visible from I-270.
- It adjoins a future proposed transit stop.
- It has excellent access from the I-270/MD 121 interchange.

In accord with the Plan intent to foster a mix of uses and to promote an interrelated land use pattern, a zoning option which encourages the joint development of residential and employment uses is proposed. This approach is also intended to promote a more integrated overall Town Center concept and a better relationship between this property and portions of Town Center east of MD 355.

This zoning option (the MXPZD Zone — see Zoning Plan chapter, page 95) would apply to all the acreage shown in Figure 38, page 97.

- Encourage a mixed-use development pattern in the Town Center to help create a lively and diverse place.

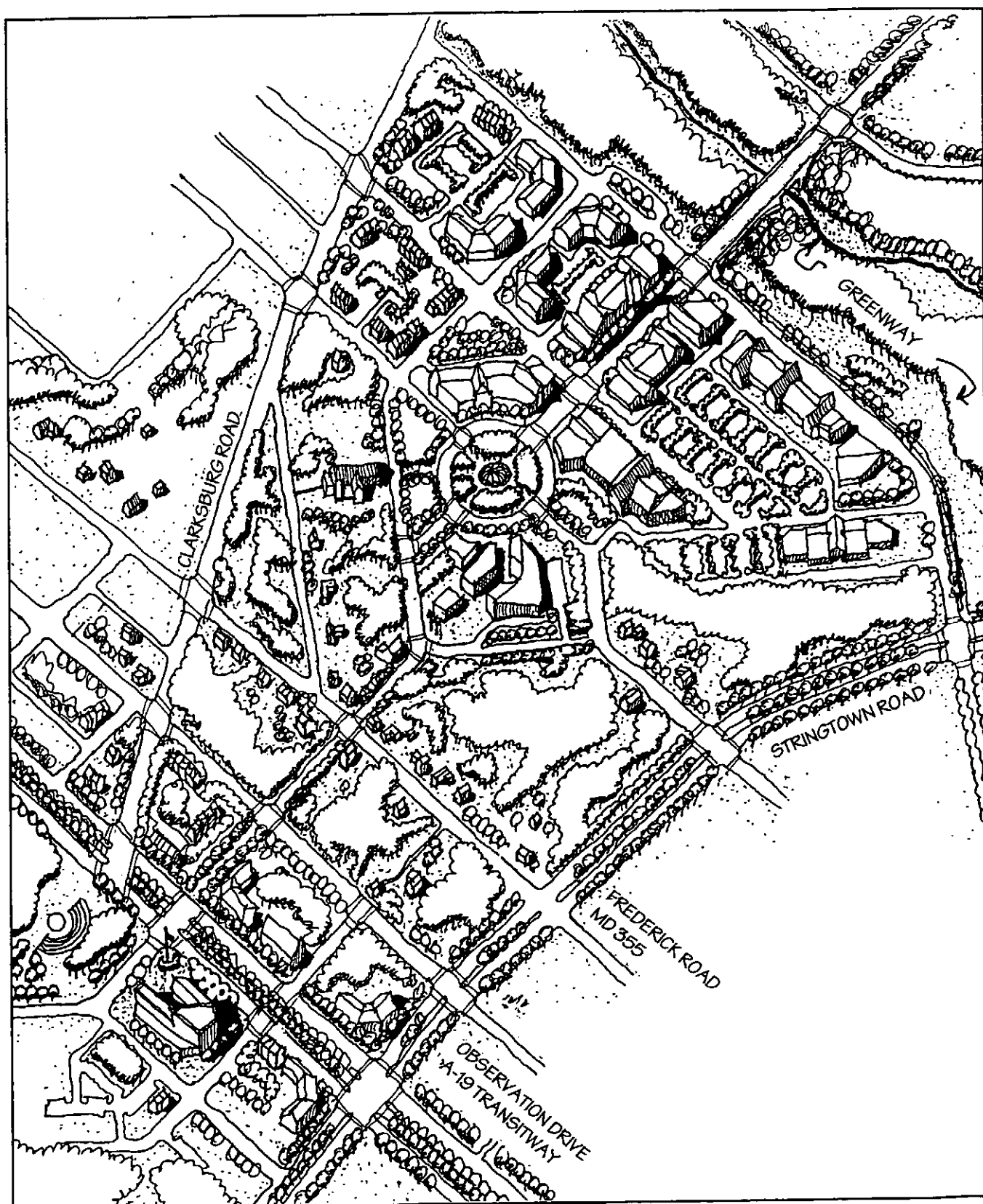
In terms of residential uses, the Plan assumes an ultimate build out of approximately 2,600 units in the Town Center. The recommended guidelines in terms of mix of units are as follows:

Multi-Family	–	25 to 45%
Attached	–	30 to 50%
Detached	–	10 to 20%

The total number of units in Town Center may be increased in the PD and RMX Zones up to 20 percent if carriage homes are accessory to a primary dwelling unit or they are a primary dwelling on a lot; however, the final determination regarding this increased number of units, their design, and placement (so as not to result in an adverse concentration and impact) will be made by the Planning Board at the time of Project Plan or Development Plan approval. These units will not count as Moderately-Priced Dwelling Units. The Planning Staff should continue to explore whether a text amendment allowing separate ownership of a carriage house or changes to the Montgomery County Code is necessary.

Town Center Illustrative Sketch

Figure 20



All apartment buildings in the future Town Center will be four stories or less except within walking distance of the transit stop, where a building height of six to eight stories may be allowed if Master Plan recommendations concerning compatibility with the historic district can be achieved.

The Town Center District boundary bisects some properties; portions of the properties within Town Center are recommended for densities of two to four units per acre.

If density is clustered from the portions of the properties outside the Town Center, then a density of five to seven units per acre for the portions inside Town Center would be appropriate. Approval of this density would be dependent upon a proposed development achieving compatibility with the scale and intensity of neighboring uses and meeting Plan objectives regarding compatibility with the historic district.

In terms of commercial uses, up to 300,000 square feet are proposed. This recommendation exceeds the findings of the Planning Board retail studies (see Technical Appendix) that up to 153,000 square feet of neighborhood retail uses can be supported in the Town Center. Additional square footage would be desirable and would be consistent with the Plan if provided at a pedestrian scale and developed in accord with Plan policies regarding a mix of uses at the neighborhood level (see Policy 7: Transit- and Pedestrian-Oriented Neighborhoods).

This Plan recognizes that retail uses are critical to the vitality of the Town Center. A grocery store is particularly important since this type of use can serve as a magnet for other commercial operations (dry cleaners and banks, for example). One of the concerns about a retail center in the Town Center is how to integrate what has traditionally been an auto-oriented use in an area envisioned to be transit- and pedestrian-oriented.

This Plan addresses that concern as follows:

- A retail center designation is proposed east of the historic district as part of a large-scale mixed-use neighborhood (see Figure 19, page 43). By incorporating the retail center proposal into a larger planned development, there will be a greater opportunity to assure a strong integration of the retail center to adjoining residential and public uses and to assure a compatible relationship to the Clarksburg Historic District.
- A maximum square footage of the retail center is proposed (up to approximately 150,000 square feet).
- Design guidelines are included in this chapter to help assure that the location, size, and scale of the retail center are compatible with the Plan's vision for the Town Center.

The balance of proposed retail and office uses (70,000 to 105,000 square feet) is proposed to be located throughout the Town Center District and consists of infill retail within the historic district (in accord with historic preservation guidelines).

- **Encourage infill within the historic district in accord with the historic development patterns.**

The following design guidelines are recommended to help assure that infill development within the Clarksburg Historic District is supportive of historical development patterns.

- Orient buildings to the streets, with parking behind to assure consistency with the character of the historic district.
- Preserve and enhance the existing rural character of streets by retaining existing pavement widths, locating street trees close to the edge of pavement, and providing sidewalks, lighting, and signage that are of a rural village character.
- Assure that all road improvements, including both changes to existing roads and creation of new roads, are sensitive to the historic character of the Clarksburg Historic District.
- Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them — in particular, retain the deep backyards of the structures on the west side of Frederick Road as part of a green buffer between the historic district and the transit stop area.
- Encourage the renovation of existing buildings in the Clarksburg Historic District for both residential and compatible light commercial uses; e.g., professional offices, antique stores, tea rooms, small restaurants, bed-and-breakfasts, and small grocery stores.
- Encourage a limited amount of new construction, as long as the new buildings are compatible with the historic ones in terms of size, scale, rhythm, percentage of lot coverage, relationship to the street, and relationship to open space.
- Moving of historic structures is a “last resort” decision; however, if the Clarksburg Elementary School must be relocated due to the construction at the transit stop, the building must be retained within the historic district and should be situated in an appropriate, prominent location. If any other structures in the historic district must be relocated due to road construction or other capital improvements, they must be retained within the district and should be situated in appropriate, prominent locations.

- Assure that particularly prominent resources in the historic district (e.g., Hammer Hill and the Clarksburg Methodist Episcopal Church) are highlighted as focal points.
- Encourage the maintenance of existing trees and major landscaping features in the historic district, while also planting new street trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).
- Encourage the installation of historically appropriate sidewalks along both sides of Frederick Road.
- Encourage appropriate lighting and street furniture, which will enhance Clarksburg's village character.
- Encourage the creation of gateways at both the north and south entrances to the Clarksburg Historic District which will enhance the identity of the community and will help to interpret Clarksburg's history.
- Encourage the continuation of open space in front of the Clarksburg United Methodist Church.
- **Assure that future development around the Historic District complements the District's scale and character.**

The relationship between the Clarksburg Historic District and the new Town Center is a sensitive one. The historic district must retain its integrity and identity while still blending smoothly with the new neighborhoods which will be created.

The idea of isolating the historic district from the new Town Center is unrealistic and defeats the purpose of having "new" Clarksburg grow naturally out of "old" Clarksburg. It is equally important, however, that the historic district not be subsumed by the new Town Center and that the character and identity of the district be preserved, while allowing for appropriate growth and change.

Figure 21, page 50, graphically represents the following Plan guidelines which will help assure a sympathetic relationship between "old" and "new."

1. An area between existing MD 355 and Relocated MD 355 to the west (an area of approximately 550 feet) is identified as a buffer zone, appropriate only for single-family detached housing with a maximum height of two stories. The maximum density of development should be two units per acre.

2. The area between Relocated MD 355 and the transitway (an area of approximately 550 feet) is shown as appropriate for housing with a maximum height of three stories. All structures greater in height than three stories should be identified as being west of the transitway (over 1,100 feet from the center of the historic district).
 3. On the east side of the historic district, all development 400 feet east of existing MD 355 and/or on land which is within the historic district should be single-family detached structures which are no higher than two stories.
 4. New development immediately to the west of the district should be low-rise to provide compatibility. New development near the church on Spire Street should be smaller in scale and sufficiently set back from the church.
 5. Pedestrian and bicycle linkages to and through the district should be appropriate in scale and character. Redgrave Place should serve as a direct link between the transit stop and the greenway. Where it traverses the district it should have minimum pavement widths, appropriate street trees, street furniture, lighting, and signage.
- **Make the Town Center a focal point for community services (such as libraries and postal services) as well as informal community activities.**

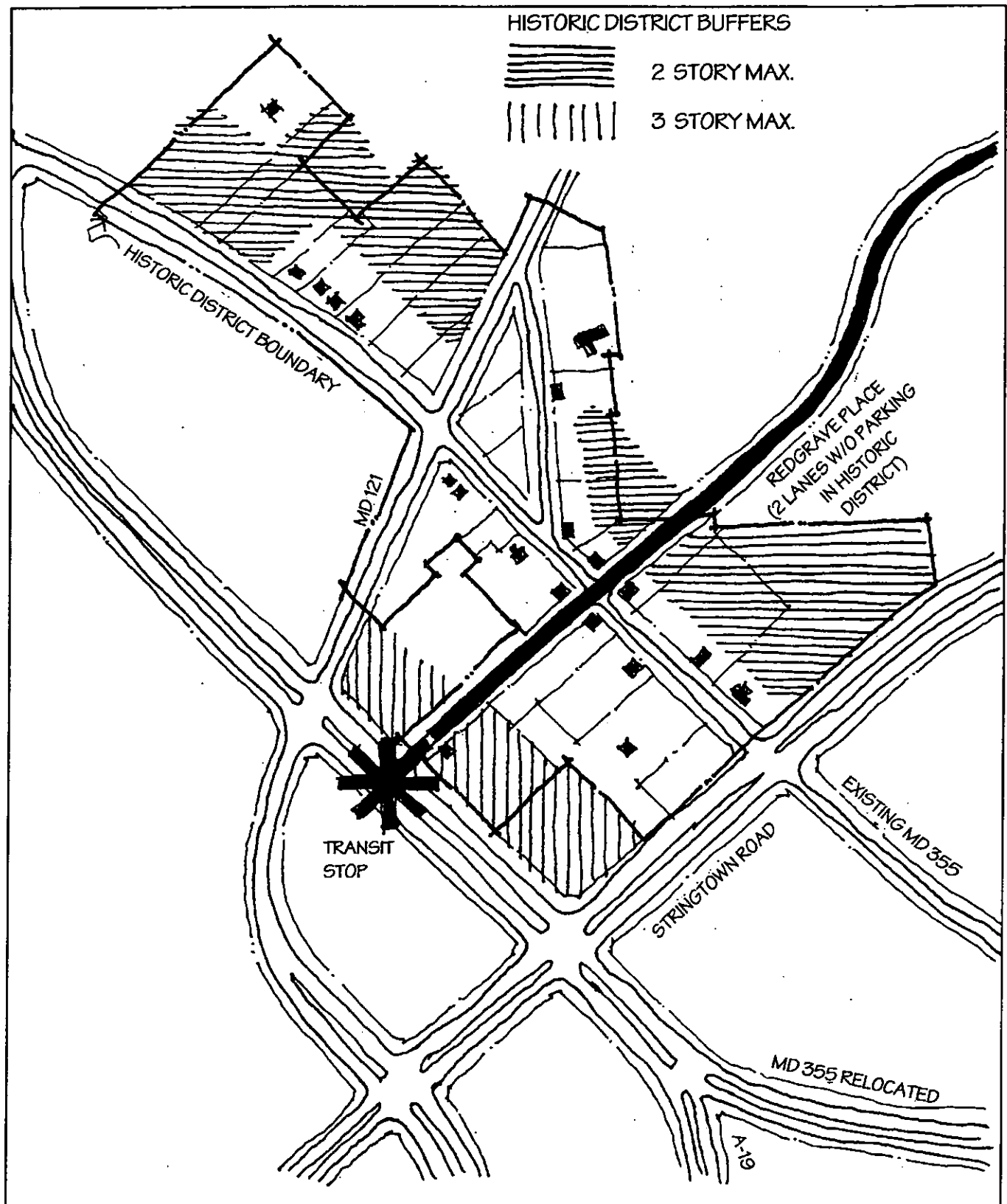
The Clarksburg Town Center should function as the “civic” center of the Study Area. To achieve this end, community and government related services should be located here. This Plan recommends that a high degree of public interaction be provided in the Town Center, in close proximity to the retail center, to encourage a post office, library, and community center. At the time of development, Planning Staff will identify the amenity required under the RMX Zone. A civic use may be an appropriate amenity for this area. Public functions that serve the community but which do not require day-to-day public access (such as fire stations and maintenance depots) should be located outside of the Town Center. Areas of the Town Center where civic and public spaces are encouraged include:

- The transit stop (a small civic space, approximately one-half acre in size is recommended).
- Redgrave Place.
- The open space element in the triangle formed by the intersection of Old Frederick Road, Clarksburg Road, and Spire Street.

The location, design, and size of community services and community facilities should reflect the more concentrated development pattern proposed for the Town Center. Facilities should be planned in this context and be

Clarksburg Historic District Buffers

Figure 21



land intensive and pedestrian-oriented; the same Plan principles which guide private development should also guide public uses.

- **Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitways, bus loops, bike-ways, and pedestrian-oriented streets.**

This Plan seeks to achieve a balance between transit-oriented densities and a town scale of development.

A transit stop is proposed in the Town Center west of the historic district on Redgrave Place and A-19. Clarksburg Elementary School is located here. Although this Plan endorses the long-term future replacement of this school at another location, the continued operation of the school is anticipated for many years to come (see Public Facilities chapter). Clustering residential uses close to the transit stop will allow residents to walk to transit. A portion of the historic district as well as the mixed-use neighborhood proposed east of the district will also be within walking distance.

In the balance of the Town Center, development will be oriented to streets which function as “neighborhood bus loops” so that residents in these areas will be within walking distance of bus stops. Buildings that allow access and frontage to be oriented to the street system should be provided.

Recreational bikeways should be provided along the Little Seneca Creek greenway. Additional bikeways should be provided along Stringtown Road, MD 121, and Observation Drive to provide access to the transit stop.

- **Create a land use pattern that is responsive to environmental concerns relating to traffic noise and protective of headwaters.**

The Land Use Plan for the Town Center balances community-building objectives with environmental concerns.

The key environmental constraints are located between MD 355 and I-270 and include noise affected areas along I-270 as well as the headwaters of the Ten Mile Creek (see Environmental Plan chapter). The land use and density pattern focuses development in a relatively small area around a proposed transit stop and proposes substantially reduced densities (2-4 units per acre) elsewhere in the headwaters area of Ten Mile Creek.

- **Encourage an interconnected street system as typically found in older towns.**

An important planning concern within the Town Center relates to the roadway system. The Town Center is a very large geographic area (about 635 acres; for purposes of comparison, the Germantown Town Center is about 350 acres). Roadways will be critical to the efficient movement of traffic through and within the Town Center. If too many of these roadways are

characterized by cross-sections which discourage pedestrian crossing, then the creation of a unified Town Center will be difficult. For this reason, the Land Use Plan Concept for the Town Center recommends a “high density” network of smaller roads. This strategy will foster an interconnected street system, so important to transit serviceability, and so essential to a “pedestrian-friendly” Town Center.

The Illustrative Sketch shows the pattern of small blocks and interconnected street systems that provide access for pedestrians, bicyclists, and vehicles to all areas of the Town Center including the transit facilities (see Figure 20, page 45).

Roadways designed to carry heavy volumes of traffic will still be needed and the Land Use Plan designates Observation Drive (A-19) and Midcounty Highway (A-305) to serve that function through the Town Center. I-270, which lies on the western edge, is envisioned as the major carrier of regional through traffic.

It is essential that the character of the roadway network is supportive of the Plan’s vision for the Town Center. The guidelines below will help assure that streets and highways are built in a manner that is compatible with land use and urban design objectives for the Town Center.

- **Arterials** — Because the arterials of Stringtown Road and Clarksburg Road serve as entrances to the Town Center, extensive landscaping, including medians, bikeways, and bus transit access facilities, must be provided. Setbacks from the Midcounty Highway (A-305) should be provided within the Town Center to establish a “parkway like” character.
- **Connecting Streets** — Observation Drive Extended and MD 355 serve as special streets in the Town Center. Figure 11 shows the character of Observation Drive. MD 355 should be located away from the existing historic resources to reduce the impact on the historic district. Revisions to the Road Code will be necessary to meet these guidelines.
- **Local Streets** — The local streets must provide a system of interconnected streets which allow on-street parking, close spacing of intersections, and enhancement of the areas outside the traffic lanes. Revisions to the Road Code will be necessary to meet this guideline. Two key local streets that require revisions to the Road Code include Old Frederick Road to maintain a narrow open section street appropriate in scale to the historic district, and the narrow Redgrave Place that provides access to the transit stop from the districts in the Town Center.
- **Create a special character for Redgrave Place as it traverses the Clarksburg Historic District.**

Redgrave Place will provide needed east-west movement through the historic district and help integrate the district into the larger Town Center.

However, it is essential that the scale, character, and location of this connection is developed appropriately.

The road should be a maximum of two lanes or 24 feet in width. It should have no parking lanes along the portions of the road which are in the historic district. The radius of the intersection corners should match the existing corners located on the west side of MD 355. Efforts should be made to design the road and the intersection as a low volume, local road which will not detract from the character of the historic district (see Figure 21, page 50).

Redgrave Place will provide access from a proposed mixed-use neighborhood east of the historic district to a future transit stop. This Plan supports this connection but emphasizes that auto access to the stop should be secondary to the Plan objective that Redgrave Place be a low-volume, local road. Redgrave Place should not provide through access beyond MD 355 to A-19.

- **Provide a variety of open space features.**

The Town Center is traversed by a portion of the Little Seneca greenway. This greenway will be a major open space feature in the Town Center, making it important that the greenway be visible and accessible to the public. Sidewalks and bikeways should be located outside the stream buffer along the greenway. A strong connection between the transit stop and the greenway is particularly critical to enhance pedestrian and bicycle access between the greenway and the transit stop. The width of the greenway should be the minimum width needed to provide a trail system, but should not be any wider than necessary in Town Center.

While the greenway is the dominant open space feature, other smaller open space areas are also proposed. These include:

- Forested conservation areas along streams.
- Green space within the historic district in front of the Clarksburg United Methodist Church, a highly visible entry point at the intersection of Clarksburg Road and MD 355.

A park is already located in the Town Center (Kings Pond Local Park) which will provide active recreation opportunities.

Transit Corridor District (990 Acres)

The Transit Corridor District includes properties fronting MD 355 which have developed over many decades in accord with traditional patterns found elsewhere in the "Up-County": single-family detached lots fronting the road. The most significant planning challenge here is to maintain and continue this residential character while addressing the need for increased traffic capacity along MD 355.

The Transit Corridor District also includes properties traversed by the proposed transitway. The planning challenge here is to introduce housing into a predominantly employment area. The scale and intensity of residential uses must be compatible with neighboring subdivisions along MD 355, yet densities must be high enough to be supportive of transit.

A mixed-use neighborhood is proposed at the northernmost transit stop (Shawnee Lane) where there is a 45-acre vacant site. Gateway 270, an office park approved for one million square feet, will be the major employment center. A mix of residential and local retail uses are proposed at the transit stop itself.

The southern transit stop will be employment-oriented and serve Comsat, a major office park only partially developed. A mix of residential uses at this stop will only occur if vacant land on the Comsat site is developed for residential uses other than office or research.

The Land Use Plan for the Transit Corridor is shown in Figure 22, page 55.

Plan Objectives:

- **Continue the present residential character along MD 355.**

The predominant pattern of development along MD 355 in this district is residential, with a majority of the homes fronting MD 355. To help reinforce the existing residential character along MD 355, this Plan recommends densities ranging from two to four units per acre.

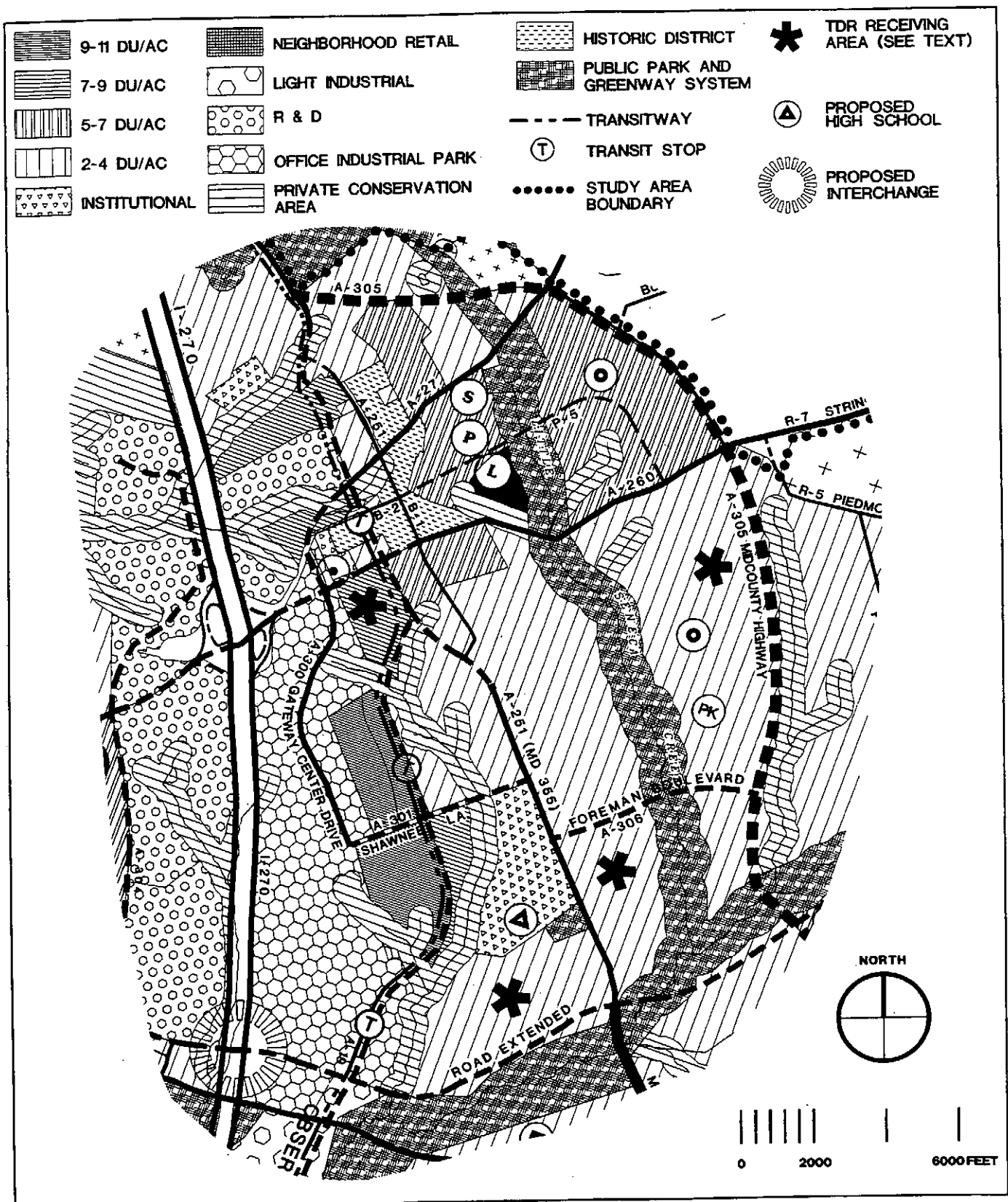
- **Balance the need for increased carrying capacity along portions of MD 355 with the desire to retain a residential character along MD 355.**

This Plan recognizes that MD 355 through this part of Clarksburg cannot remain a two-lane roadway in the long term given its regional significance in the northern part of the County. At the same time, widening of MD 355 to six lanes would be in direct conflict with the Plan objective to retain the road's present residential character.

This Plan makes the following recommendations to achieve a balance between the need for increased carrying capacity and the desire to retain a pleasant residential character:

Transit Corridor District Land Use Plan

Figure 22



1. MD 355 should be reclassified from a major thoroughfare to an arterial street (maximum four lanes with a planted median).
 2. An alternative north-south thoroughfare (Observation Drive) is recommended to help accommodate anticipated traffic.
 3. MD 355 (Frederick Road) should be renamed Old Frederick Road.
- **Continue the present employment uses along I-270.**

The Plan assumes a maximum build-out potential of 5 million square feet of employment in this district. The large amount of employment square footage reflects the buildout of two office parks already partially built and occupied: Gateway 270 and Comsat. This Plan assumes continued build-out of these properties as major employment centers. This Plan caps development on the Comsat site at 2.3 million square feet of employment with the option of increasing development to 4.0 million square feet if the development pattern is transit-oriented. The Plan does recommend a relatively small portion of the Comsat property be changed from employment to residential uses. This portion of the Comsat site is separated from the main campus by a stream valley. For this reason, the transitway is located as close as possible to these employment areas. This Plan designates a transit stop location on the Comsat property.

As discussed in the Transportation and Mobility chapter, a park-and-ride lot is a future possibility in the vicinity of the Comsat transit stop. This Plan recommends a park-and-ride lot on the Comsat property only if developed in cooperation with Comsat.

- **Provide housing at designated areas along the transitway near significant employment uses.**

To introduce housing into this significant employment area, the Plan designates land adjoining the transit stops as residential. This approach will result in approximately 1,000 dwelling units in close proximity to employment. Two areas along the proposed Observation Drive/transitway are designated as residential centers. The Shawnee Lane transit area includes several different parcels, including properties proposed for redevelopment. A density of 7-11 dwelling units per acre is proposed here and a Planned Development (PD) Zone is recommended to encourage assemblage and to promote a mix of uses near the transit stop itself.

Further north, a 41-acre parcel is recommended for residential uses at seven to nine dwelling units per acre. Although traversed by Observation Drive/transitway, this property is not proposed as a transit stop nor is a mix of residential and non-residential uses proposed. For these reasons, higher density residential uses are recommended to be achieved through the transfer of development rights to help implement County agricultural preservation policies.

To encourage even more dwelling units on the largely vacant Comsat property, this Plan recommends a zoning option for the site which would allow a mixed-use development pattern, including housing. (The existing I-3 zoning does not permit residential uses.) This Plan also endorses housing as a future element of the already subdivided and recorded Gateway 270 project just north of Comsat. The opportunity for housing should be provided in the event the Gateway 270 property, still largely undeveloped, is re-subdivided in the future.

- **Allow small amounts of office and retail uses at transit stop areas as part of a mixed-use development pattern.**

The Plan recommends as a guideline that up to 50,000 square feet of retail occur near transit stops. These uses should be dispersed and limited to the first floor of buildings to meet the incidental retail needs of employees and residents. A free-standing shopping center is not envisioned in this area.

- **Establish strong pedestrian and bicycle linkages to the greenway.**
- **Improve east-west roadway connections**

One of the transportation challenges in this area is how to improve east-west access. While MD 355, Observation Drive, and the Midcounty Highway (A-305) will facilitate north/south movement through the area, east/west access is more difficult to provide because of environmental constraints (tributaries of Little Seneca Creek in particular) and existing development patterns.

This Plan proposes the relocation and extension of two new east/west arterial roadways: Shawnee Lane (A-301) and Newcut Road Extended (A-302). These roads will improve access to the transit stops and I-270 from all areas east of I-270.

Since the extension of Shawnee Lane east of MD 355 will occur between two existing neighborhoods, this Plan proposes landscaping on either side of the road as a buffer.

- **Provide an open space system which includes small civic spaces at the transit stops.**

Two stream valleys, both of which are tributaries of Little Seneca Creek, form the basis of this district's **open space pattern**.

The proposed Little Seneca Creek greenway is located on one of the tributaries and is recommended as public parkland. A new local park is proposed along the greenway to meet active recreation needs.

The second key open space feature will remain in private ownership and will be created as development occurs in accord with stream buffer regulatory guidelines.

This Plan proposes that small, open spaces be provided very close to the transit stops to provide a setting for people to meet informally. The nature of these open spaces could range from a plaza to a vest pocket park.

The Montgomery County Board of Education owns a 62-acre site fronting MD 355. The location of a school complex here (see Public Facilities chapter) would help establish a strong community image along this portion of MD 355 and help mark the entry into Clarksburg.

Newcut Road Neighborhood (1,060 Acres)

This neighborhood includes approximately 1,060 acres, most of which is vacant. It is separated from the Clarksburg Town Center and Transit Corridor Districts by Stringtown Road and the Little Seneca greenway and will be traversed by the proposed Midcounty Highway (A-305).

The land use recommendations (Figure 23, page 59) for the Newcut Road Neighborhood propose a mixed-use center on Newcut Road, approximately midway between A-305 and Skylark Road. This will provide a concentration of activity and density in the middle of the neighborhood while promoting lower densities at the edges. This concept also clusters development near the greenway system and enhances public access to Ovid Hazen Wells Park.

An illustrative sketch representing the type of neighborhood center encouraged by this Plan is shown in Figure 24, page 60.

A portion of the Newcut Road Neighborhood (375 acres) was approved for development in accord with the Planned Neighborhood Zone in 1970. The development plan approved by the County Council included 1,393 dwelling units, retail uses, a school, and parks. Although this Plan proposes changes to the mix and intensity of uses shown on the presently approved development plan, the concept of a mixed-use neighborhood is confirmed.

Plan Objectives:

- **Create a mixed-use neighborhood with a transit-oriented land use pattern.**

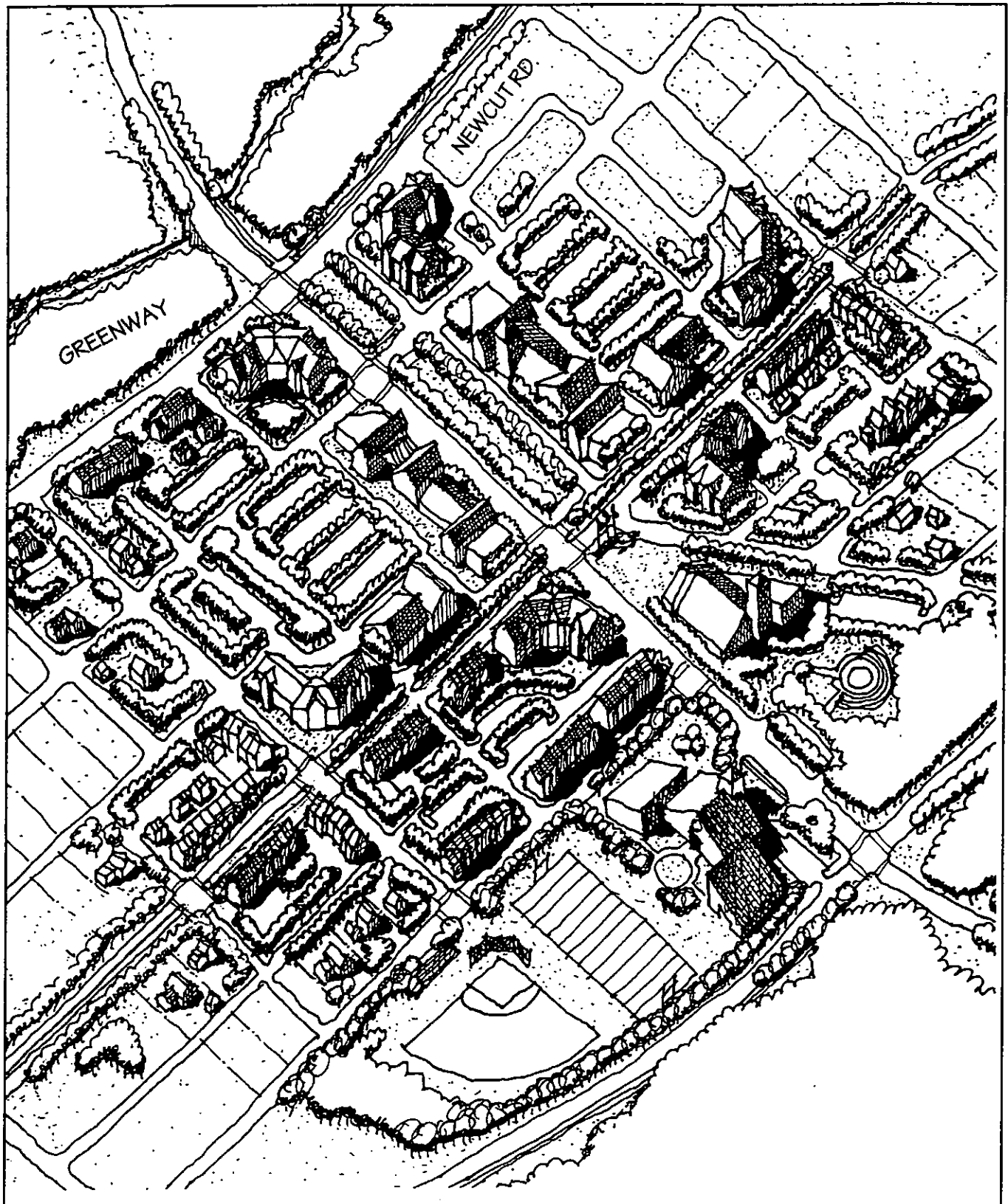
Since this neighborhood is not within walking distance of the transitway, bus access will be critical, with Newcut Road Extended being the most direct connection to the transitway. To help foster a transit-oriented development pattern, higher density residential uses and retail services are clustered along Newcut Road Extended. (See Figure 25, page 61.)

The design of the neighborhood should implement the following transit supportive principles:

- Locate the core within one-quarter mile of as many residential units as possible (i.e., near the center of the higher density residential area).
- Provide an interconnected system of streets.

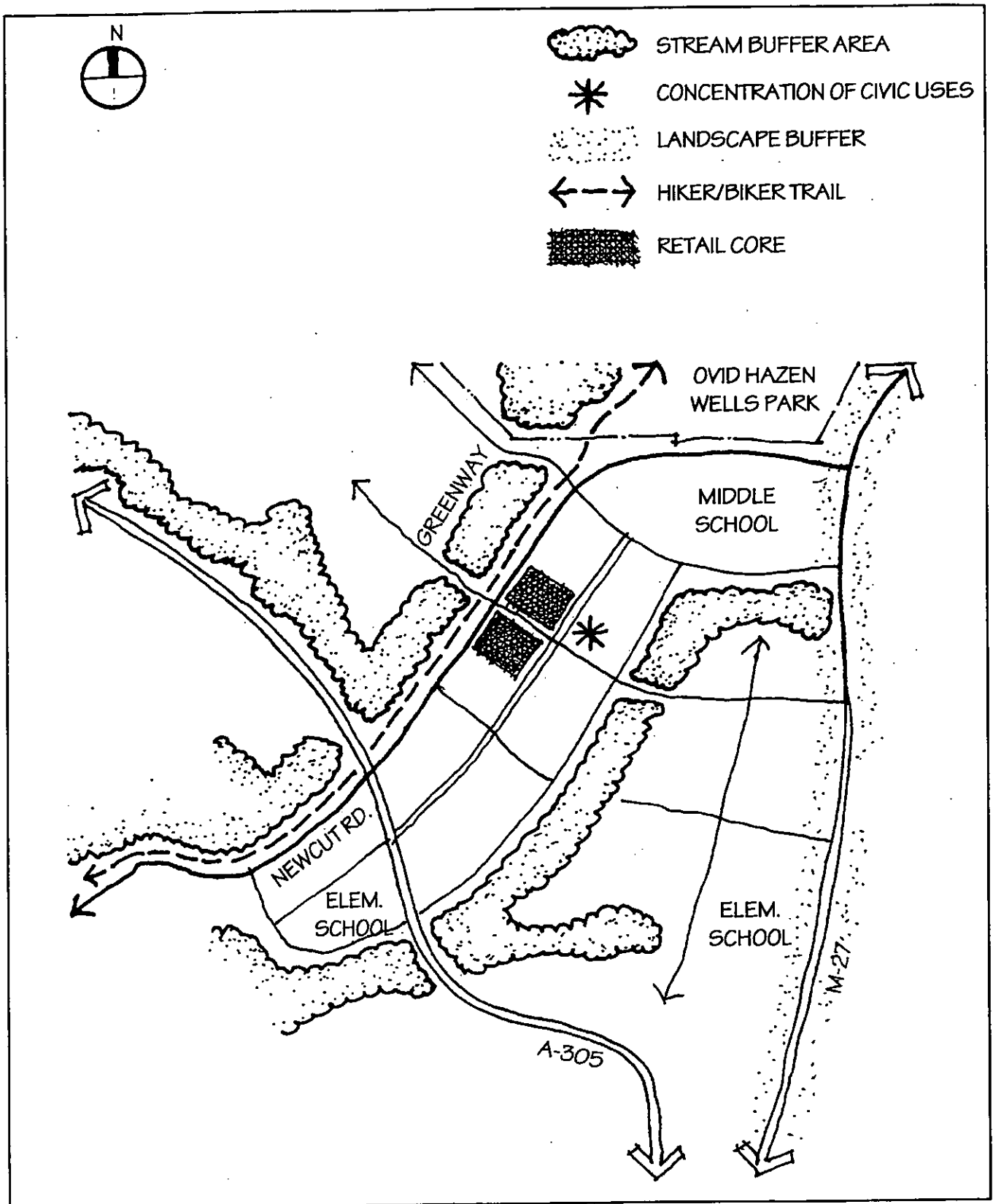
Newcut Road Neighborhood Illustrative Sketch

Figure 24



Newcut Road Neighborhood Concept Diagram

Figure 25



- Encourage street-oriented buildings throughout the neighborhood. Retail and office uses in the core should face streets with parking behind.

Detached units are proposed at the edges of the neighborhood to help form a suitable transition to rural and agricultural uses to the north and east.

The mix of uses proposed for this neighborhood is as follows:

Residential	-	4,660 dwelling units
Retail	-	109,000 square feet
Office	-	Some office uses are envisioned as part of the retail center development
Civic/Public Uses	-	Local park, schools, greenway, places of worship, day care, community center

Higher density residential uses, retail services, office, and civic uses are clustered in the neighborhood center. To promote visual identity for the center, a vertical mix of three- to four-story buildings would be appropriate.

The recommended guidelines for the mix of housing are as follow:

Detached	-	45-55%
Attached	-	35-45%
Multi-Family	-	10-20%

Higher density housing is oriented along Newcut Road as part of the mixed-use neighborhood center.

- Provide strong pedestrian and bicycle linkages to Ovid Hazen Wells Park and create a development pattern which encourages access to the greenway network.

Ovid Hazen Wells Recreational Park is located at the northern edge of this neighborhood. This park, still largely undeveloped, will be a tremendous asset to future residents. The park will be accessible from the proposed Little Seneca Creek greenway.

A local park will also be needed to serve residents. A generalized location of the park is shown just west of the greenway where the topography appears suitable for playing fields. Improvements to Ovid Hazen Wells Recreational Park could serve as a substitute.

To maximize public access to both the greenway and Ovid Hazen Wells Park, this Plan proposes the following:

- Locate public/civic uses adjacent to the greenway park.
- Locate residential streets adjacent to the greenway park, outside of the buffer area on at least one side.
- Front houses onto the greenway from across the residential roads.
- Connect the two central stream valleys with public open space.

A central town commons park, an elementary school, a middle school, and other civic spaces are all proposed to be located in close proximity to each other as well as to the greenway to provide a contiguous system of public open spaces.

This Plan also recommends that portions of this neighborhood area be designated a TDR Receiving Area (see Zoning Plan chapter, page 95) to further County objectives regarding agricultural preservation. The development pattern recommended in the Plan would be subject to the purchase of development rights.

- **Create an interconnected street pattern which includes Newcut Road Extended as "main street."**

This neighborhood is bounded by two significant highways. To the east is Ridge Road, planned ultimately to be a four- to six-lane highway. The southwestern edge of the neighborhood is the Midcounty Highway (A-305). Because of their scale and character, both these roads serve as "edges" to the neighborhood and residential development is oriented away from them. Houses should be set back from these roadways to provide a parkway character along Midcounty Highway and to provide a suitable transition to the Agricultural Reserve east of Ridge Road.

Newcut Road Extended will function as an arterial road to connect to the Transit Corridor. Newcut Road is proposed as a two-lane arterial road. It should be designed to serve as a parkway along the adjacent stream buffer to minimize the impact on this neighborhood.

A series of primary and secondary streets is proposed to connect adjoining residential development to Newcut Road and the neighborhood center.

Cabin Branch Neighborhood (950 Acres)

The Land Use Plan recommendations are shown in Figure 26. A concept diagram for the proposed neighborhood center is shown in Figure 27.

This area lies to the west of I-270 and is the only portion of the western side which is proposed for significant residential development. The following characteristics of the site have led to its designation as a mixed-use neighborhood center:

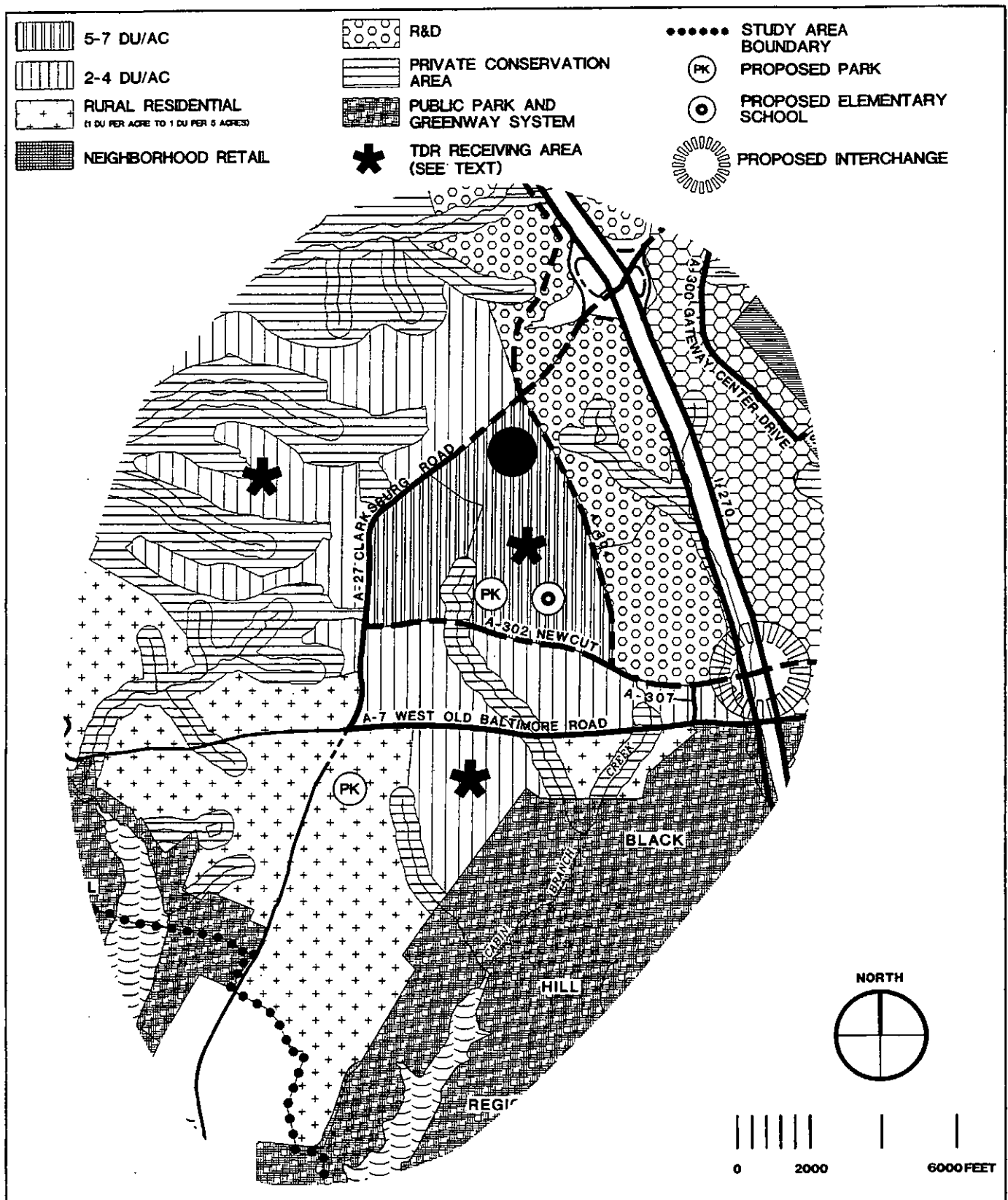
- The area is less than a 10-minute drive from the Boyds commuter rail station and will be easily accessible to a future transit stop proposed east of I-270.
- The area is directly served by MD 121, which presently offers access to I-270 and the Clarksburg Town Center, and will be served by a second I-270 interchange at Newcut Road Extended in the future.
- The pattern of land ownership (several large parcels comprise the majority of this neighborhood) offers the opportunity for an overall planned development concept.
- The close proximity to Black Hill Regional Park offers an opportunity to establish a strong neighborhood-park relationship.
- The property has extensive frontage along I-270, opposite Comsat and Gateway 270, making it an important part of the I-270, high-technology corridor.

The designation of this area for development has taken into account environmental concerns, including the fact that the area lies in the headwaters of the Cabin Branch tributary of Little Seneca Creek.

This Plan concludes that the opportunity to provide a transit-oriented residential neighborhood and to reinforce the I-270 high-technology corridor concept are the most important public policy objectives. This Plan proposes that the environmental concerns be addressed by mitigation strategies, discussed in the Environmental Plan chapter, at time of development. This Plan also proposes buffers along the streams.

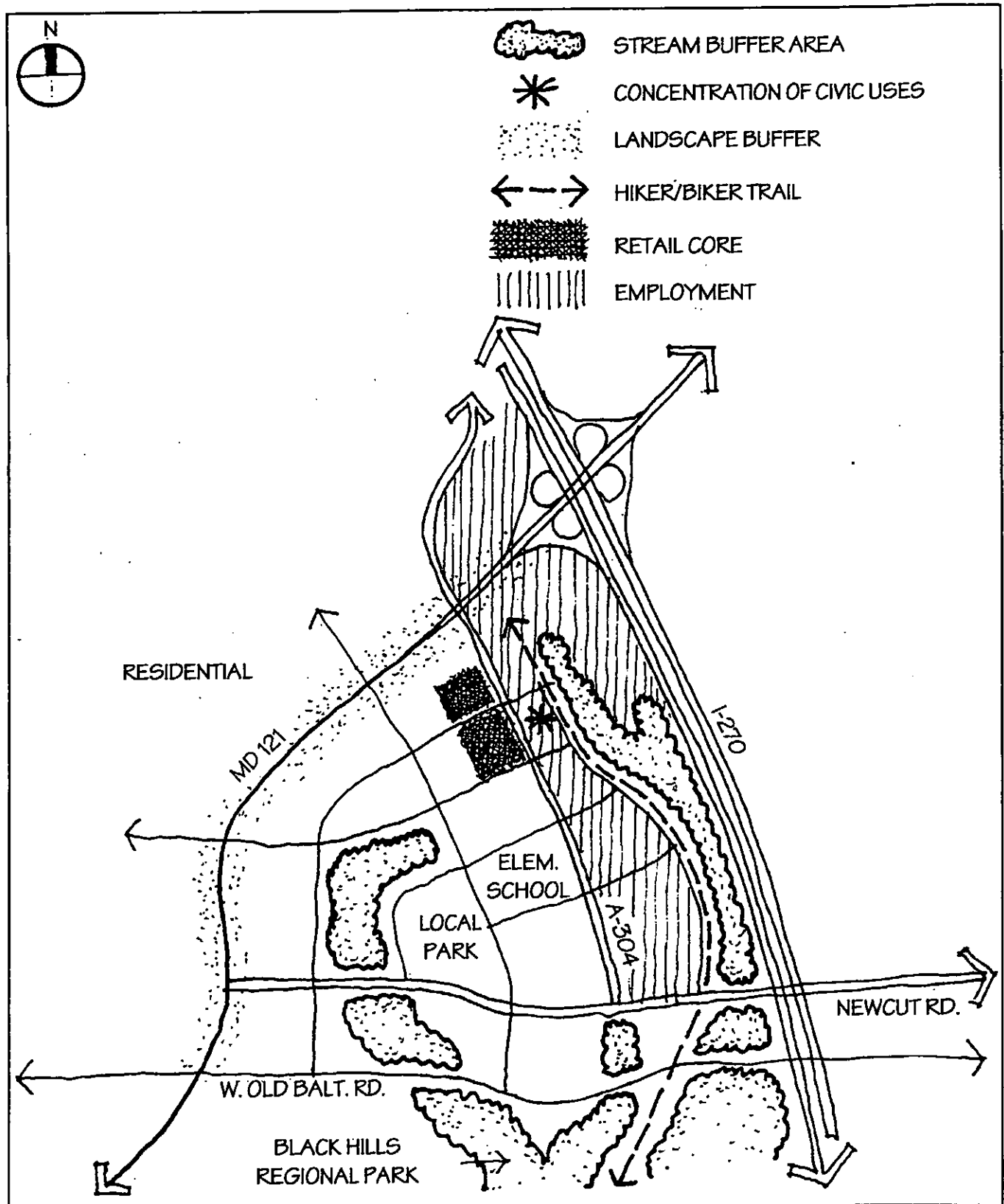
Cabin Branch Neighborhood Land Use Plan

Figure 26



Cabin Branch Neighborhood Concept Diagram

Figure 27



Plan Objectives:

- **Provide a mix of uses including employment.**

The following uses are proposed in this neighborhood:

Residential	- 1,950 dwelling units
Employment	- 2,000,000-2,300,000 square feet
Retail	- 120,000 square feet
Public Uses	- Places of worship, child care, community building, park, and elementary school.

This neighborhood is envisioned to have a large number of single-family detached homes. Attached and multi-family units are also proposed to help provide a variety of housing choices for people of different lifestyles and incomes. The recommended housing type guidelines are as follows:

Detached	- 45-55%
Attached	- 35-45% (Includes 5-10% semi-detached)
Multi-Family	- 10-20%

- **Encourage an employment pattern which is supportive of I-270 as a high-technology corridor.**

Approximately 175 acres of this neighborhood fronts I-270. This acreage offers an opportunity for a large, comprehensively planned employment center in close proximity to a residential neighborhood and associated retail and support services. This Plan recommends a mixed-use planned development zoning strategy (MXPD Zone — see Zoning Plan chapter, page 95) for the employment frontage to foster an integrated plan which could include residential units.

The MXPD Zone would allow more intensive office uses on the northern portion of this site than would be allowed under the RMX base zone. Although the southern portion of the area fronting I-270 is recommended for I-3 zoning, this area would also be appropriate for MXPD to allow the entire 175 acres to be planned and designed in a comprehensive fashion.

A major Plan concern is that the employment uses become an integral part of the overall Cabin Branch Neighborhood and that strong interrelationships be established among residential, employment, retail, and public facility uses. To encourage this, proposals for development should include a discussion of how individual plans will relate to the Master Plan's overall vision for the Cabin Branch Neighborhood.

- **Create a transit-oriented land use pattern.**

This neighborhood area is located between two transit lines: the MARC

commuter rail line, which provides service to Union Station in Washington, D.C. and the Master Plan proposed transitway which will provide access to Germantown, Gaithersburg, and Shady Grove.

This Plan endorses a **transit-oriented development pattern** which will facilitate bus access and circulation within the neighborhood and which will place all residents within convenient walking distance (one-quarter mile) of a bus stop.

The design concept proposes a neighborhood core to be located so that bus service will link the area to the transitway to the east, and the MARC station to the southwest. The core should consist of a cluster of higher density residential uses, retail services, office uses, and civic uses. The design of the neighborhood should adhere to the following guidelines for transit and pedestrian serviceability:

- Locate the core within one-quarter mile of as many residential units as possible, i.e., near the center of the higher density residential area.
- In the core, locate a vertical mix of uses in three- to four-story buildings facing a town square or commons.
- Locate a grocery store within the core.
- Provide an interconnected system of streets.
- A mix of housing types is encouraged within each block. A hierarchy of density is proposed such that the highest densities should be located closest to the core and lowest densities along stream valleys, MD 121, and West Old Baltimore Road.
- Street-oriented buildings are encouraged throughout the neighborhood. Retail and office uses in the core should face streets with parking behind.
- **Maximize access to the proposed open space system.**

The neighborhood is divided into three areas by stream valleys of the Cabin Branch and a tributary of Little Seneca Creek. The largest stream valley in the neighborhood extends southward into Black Hill Regional Park, providing an opportunity for public open space linkages to the park as well as to the proposed hiker-biker trail along Newcut Road, which in turn connects to the greenway system on the east side of I-270. To maximize public access to the stream valleys, to the regional park, and to the greenway, this Plan proposes the following:

- Locate public/civic uses and passive open spaces adjacent to the major stream valley in the neighborhood.

- Locate residential streets adjacent to the stream valleys on at least one side, outside the buffer area.
- Front houses onto the greenway from across the residential roads.
- Connect the two central stream valleys with public open space.

A local park, an elementary school, and other civic spaces are all proposed to be located in close proximity to each other as well as to the stream valley to provide a contiguous system of public open spaces.

- **Provide a suitable transition to the rural/open space character south of West Old Baltimore Road toward Boyds.**

South of West Old Baltimore Road, the key planning objective along MD 121 is to maintain the present rural character so a strong transition is provided between the Cabin Branch and Ten Mile Creek East Neighborhoods and the rural community of Boyds. For this reason, a low density residential land use pattern (one dwelling unit per one acre) is recommended.

Just south of West Old Baltimore Road lies a 165-acre farm (the Reid Farm). To further the Plan objectives regarding open space preservation along MD 121, this Plan recommends density be clustered away from MD 121. As with the Cabin Branch Neighborhood north of West Old Baltimore Road, the use of TDR's is recommended to achieve higher density. The following Master Plan guidelines will be reviewed at time of subdivision:

- The number of dwelling units should not exceed 225.
- The mix of housing types should include a minimum of 85 percent detached.
- The view from MD 121 should remain open and unobstructed. Housing should be clustered away from MD 121 and located in the area shown on the Land Use Plan so that it does not obstruct the vista from MD 121.
- The open space pattern surrounding the residential cluster should be contiguous and not subdivided into residential lots. This would not preclude use as a farm and related farming activities.
- A portion of the open space should be dedicated as a special park once both subdivision has occurred and farming operations have ceased on the open space.
- **Provide an interconnected roadway system.**

Two roadways will provide access to this neighborhood from I-270: MD

121 and Newcut Road Extended. These two roads form the boundaries of the area proposed for mixed-use development. Additional roads will be needed as connections between these two key roadways, but it is the intent of the Plan that roads within the neighborhood be of a scale and character supportive of pedestrian movement and transit service.

West Old Baltimore Road, an attractive rural road which provides access to Black Hill Regional Park, is designated as an arterial by this Plan. This road will continue to provide an important link between the east and west sides of I-270, but this Plan does not support widening the road. Instead, the Plan proposes the extension of Newcut Road across I-270 north of West Old Baltimore Road.

- **Create a strong neighborhood focal point by concentrating public and retail uses in the same general area.**

This area should have a strong neighborhood orientation. The scale of development is large enough to support a variety of non-residential uses so important to creating a sense of place. These uses should include not only retail but civic and public places as well. This Plan supports the concentration of these uses in one central area to strengthen the neighborhood center concept.

- **Place special emphasis on protection of the west fork of Cabin Branch because of its high water quality and tree cover.**

Ridge Road Transition Area (900 Acres)

This area includes about 900 acres and is located along Ridge Road adjoining the Damascus Planning Area. An important feature of the area is the 294-acre Ovid Hazen Wells Park. The park provides a logical “edge” to more dense development to the south in the Newcut Road Neighborhood of Clarksburg and marks the beginning of the transition into Damascus.

The Cedar Grove Historic District is located along Ridge Road. Its future character will be affected by any widening to Ridge Road (now planned to be a four-lane facility). This Plan proposes low density, residential development for the area surrounding Cedar Grove, which will help to assure its rural setting.

Plan Objectives:

- **Designate a land use pattern which helps differentiate the more developed portions of Damascus from Clarksburg, thereby fostering a greater sense of community identity for each.**

This area is designated for low density residential development in accord with its location at the edge of the Study Area and its proximity to the Agricultural Reserve (see Figure 28, page 72). A low density pattern will also help to create an attractive setting for the Cedar Grove Historic District.

- **Recommend a cluster form of residential development north of Ovid Hazen Wells Park.**

This Plan identifies Ovid Hazen Wells Park as the “edge” of the more developed portions of Clarksburg. However, the opportunity exists to create a neighborhood just north of the park similar in scale to traditional rural settlements: a cluster of homes surrounded by open space.

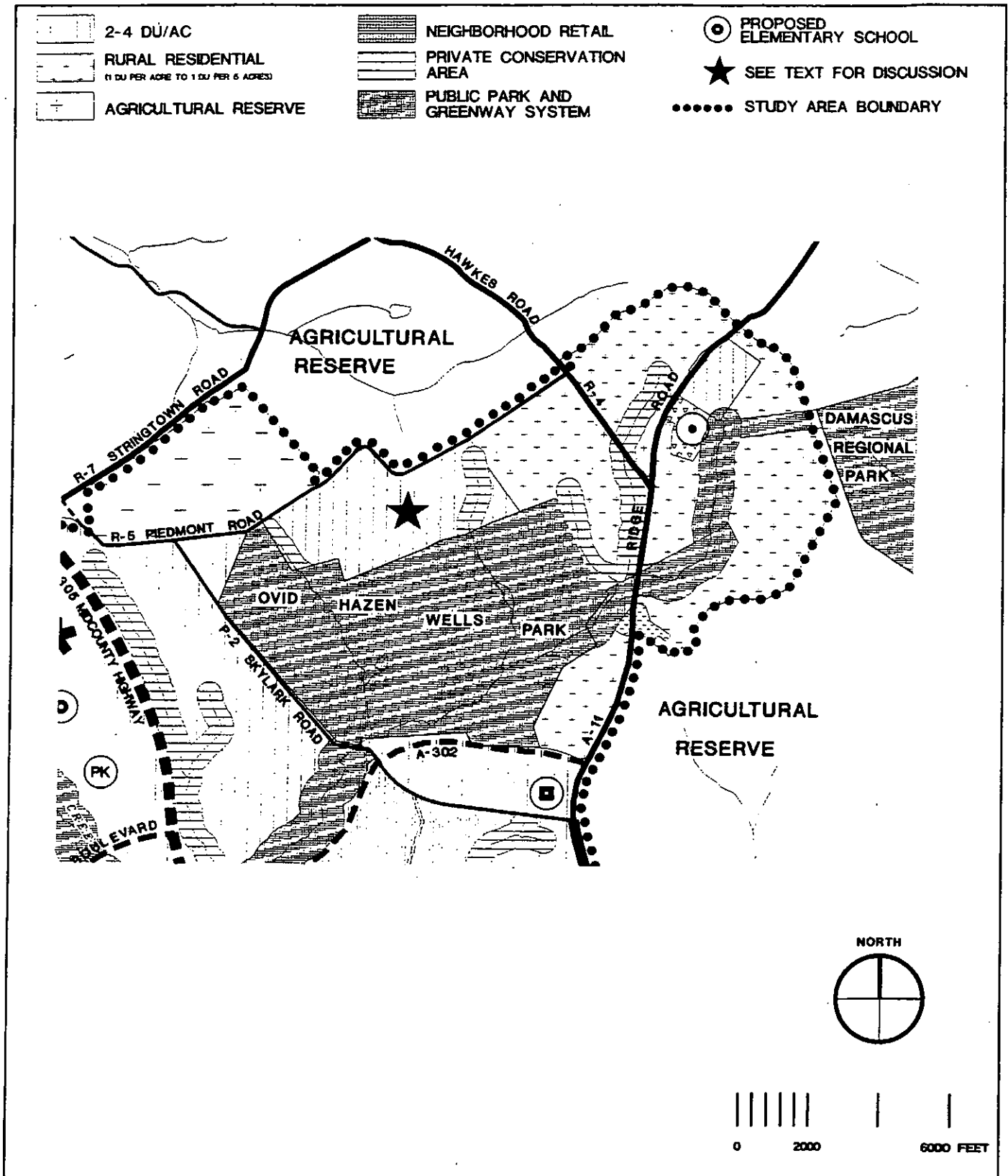
This type of development pattern requires community water and sewer service to allow homes to be built in relatively close proximity to each other, thereby preserving a substantial amount of open space. Sewer facilities are needed to implement this concept.

- **Propose a land use pattern east of Ridge Road which is compatible with Agricultural Reserve areas in the Goshen/Woodfield Planning Area.**

East of Ridge Road, two properties totalling about 150 acres are now being farmed. They form a transition between half-acre, suburban residential development to the north in Damascus and highly productive farmland to the south in the Goshen-Woodfield area. Although the properties are part of the Clarksburg Master Plan, the *Damascus Master Plan* includes the recommendation that this area be re-examined in relation to agricultural preservation goals as part of the Clarksburg Master Plan

Ridge Road Transition Area

Figure 28



process. *The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County* also ensured this area would be reconsidered in terms of its potential for agricultural preservation.

This Plan recommends a rural land use pattern to reinforce the agricultural character envisioned for the Goshen/Woodfield Area. The Rural Cluster Zone encourages farming but also allows some residential development at one dwelling unit per five acres. The portion of the farm fronting Ridge Road is recommended for one unit per acre to allow the type of development pattern already present in the area — single-family detached homes oriented to Ridge Road.

- **Propose a land use pattern which provides a suitable setting for the Cedar Grove Historic District.**

This Plan recognizes and encourages the preservation of Cedar Grove's collection of historic buildings and its rural setting. The Plan:

- Designates the area around the district as low density to encourage an attractive rural setting.
- Recommends linkages between the district and Ovid Hazen Wells Park where the historic Oliver Watkins House is located.

In addition, this Plan proposes the following design guidelines to help assure that future development activity is supportive of the Plan's vision for Cedar Grove:

- Assure that all road improvements, including both changes to existing roads and creation of new roads, are sensitive to the historic and architectural character of the Cedar Grove Historic District.
- Relocate historic structures as a "last resort" decision; however, if any other structures in the historic district must be relocated due to road construction or other capital improvements, they must be retained within the district and should be situated in appropriate, prominent locations.
- Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them.
- Encourage the maintenance of existing trees and major landscaping features in the historic district, while also planting new street trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).

- Encourage the creation of gateways at both the north and south entrances to the Cedar Grove Historic District which will enhance the identity of the community and will help to interpret Clarksburg's history.
- **Extend the greenway system into Damascus via Ovid Hazen Wells Park, Damascus Recreational Park, and Magruder Branch Stream Valley Park.**

The linkage is important but problematic in that Ridge Road must be crossed. This issue needs further study to assure that a safe connection is provided.

Brink Road Transition Area (860 Acres)

This area is located near three proposed major roadways: Midcounty Highway, MD 27 (Ridge Road), and MD 355.

The area forms an important transition from Germantown to Clarksburg. Although there are 860 acres in the geographic area, most of the land has been developed or is committed to development. The absence of sewer has resulted in most of the existing subdivisions being built on well and septic, so average lot sizes range from one to two acres. The Land Use Plan for this area is shown in Figure 29, page 77.

Plan Objectives

- Create a transition from Germantown to Clarksburg that helps reinforce each community's identity.

This area lies just north of the Germantown greenbelt, which forms a visual buffer between Germantown and Clarksburg. To further reinforce the transition from Germantown (a Corridor City) to Clarksburg (a Corridor Town), this Plan proposes the entry to Clarksburg be characterized by low density residential development (two to four units per acre). This density will allow single-family units and be supportive of the existing residential land use pattern along MD 355.

- Recommend low intensity, light industrial employment uses near I-270.

This Plan recommends low-intensity, industrial employment uses on approximately 65 acres adjoining I-270, just south of West Old Baltimore Road. This type of use will help provide non-office employment needs (such as warehousing, automobile repair and service, wholesale trades, etc).

This property also adjoins future parkland and the proposed greenway. Development of this property should be sensitive to the park and provide a suitable buffer area at the park's edge.

- Continue the residential character of MD 355.

The street pattern in this area includes a number of major roadways, including Midcounty Highway and MD 27, both of which are planned as four- to six-lane facilities.

MD 355 is also a major highway and will be six lanes in Germantown. A key land use concern is that MD 355 as it traverses this portion of Clarksburg be of a scale and character which supports the continuation of the traditional land use pattern in this area: residential uses fronting the road. This Plan anticipates the widening of MD 355 in this area to four lanes but endorses a cross-section design which will allow historical land use patterns to continue.

- **Reinforce the North Germantown greenbelt concept.**

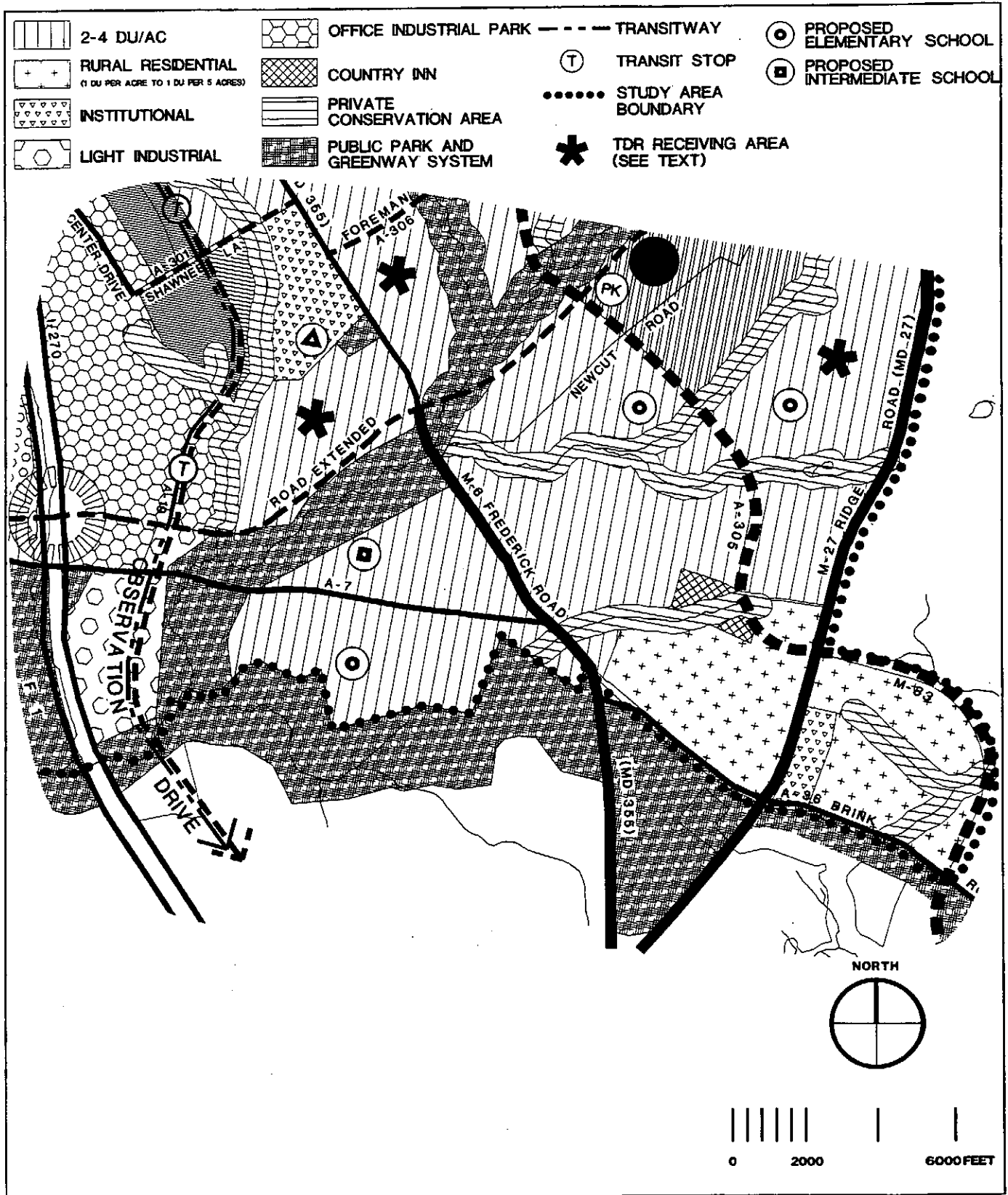
The open space pattern in this area is created by stream valley buffers and parks. Pedestrian connections to the Little Seneca Creek greenway will be encouraged as development proceeds.

- **Designate Midcounty Highway as an appropriate edge to the Agricultural Reserve area east of Ridge Road.**

East of Ridge Road, the proposed Midcounty Highway alignment forms the edge of a 130-acre area presently zoned for agriculture. This Plan recommends a change in land use for that parcel because Midcounty Highway, once built, will separate the acreage from the larger Agricultural Reserve area. The Plan proposes a change to rural land use that allows low-density residential uses as well as farming. However, as noted in the Implementation Strategies chapter, rezoning from the present agricultural zone to the Rural Zone should not occur until the location and design of Midcounty Highway is under way.

Brink Road Transition Area Land Use Plan

Figure 29



Hyattstown Special Study Area (687 Acres)

This area includes approximately 687 acres. How to preserve the historic district of Hyattstown as a viable community is a major planning concern. Another planning issue relates to the appropriate land use for the area south of Hyattstown, which is bounded by I-270 to the west and MD 355 to the east. The future character of MD 355 is critical to the land use pattern in this area.

The Land Use Plan concept for the Special Study Area is shown in Figure 30, page 80.

Plan Objectives:

- **Recognize and encourage the preservation of Hyattstown's significant collection of historic buildings and its intact rural village ambiance.**

The intent of the Plan for Hyattstown is to preserve the integrity of existing residential uses while allowing some non-residential uses (including commercial) to meet the needs of residents and to help attract visitors to this exceptional historic resource.

The following elements of the Land Use Plan help achieve this vision and are illustrated in Figure 31, page 81:

- *Designation of MD 355 in Hyattstown as a local rather than a regional thoroughfare.*

This Plan opposes the widening of MD 355 through Hyattstown because it would destroy the town. At the same time, it is clear that traffic volumes in this part of the County will increase as development occurs in Frederick County to the north. The major planning issue is how to divert regional through traffic from MD 355, the main street of Hyattstown. The strategy endorsed by this Plan is to encourage traffic from Frederick County to access I-270 north of Hyattstown, thereby reducing through trips on MD 355 through Hyattstown to I-270. This proposal is discussed in the Transportation and Mobility Plan chapter.

Implementation of this concept may make it possible to close the Hyattstown/MD 109 interchange. This interchange has severe environmental constraints which will likely preclude its ever being upgraded. Environmental concerns, coupled with the Plan objective to reduce through traffic in Hyattstown, support the relocation of the interchange into Frederick County.

This Plan proposes that MD 355 in Hyattstown be classified as a "rustic road" (see Transportation and Mobility Plan chapter, page 107).

- *Designation of green buffers to the east and west of Hyattstown.*
Little Bennett Regional Park will continue the town's open space setting

to the east. To the west, a low density, rural land use pattern is proposed to help provide a green buffer.

- *Creation of a hierarchy of commercial uses in the town.*

This Plan proposes two types of commercial uses in the historic district. Presently, commercial uses are clustered at the southern portion of the district. This Plan recommends this area for convenience retail. Further north, in the predominantly residential portion of Hyattstown, this Plan supports special exception uses such as professional offices, antique stores, and bed-and-breakfast lodgings.

The issue of how best to implement a mixed-use recommendation in a historic town like Hyattstown is addressed in the Implementation Strategies chapter.

Two properties in this area are partially zoned for commercial use. One of these properties is a cemetery and the adjacent property to the north is undeveloped. This Plan recommends removal of commercial designation for the cemetery property. The Plan recommends the commercial designation for the entire 1.7-acre adjacent property located at the Frederick County line. This property is located in the Hyattstown Historic District and future development will be reviewed by the Historic Preservation Commission under the provisions of the County's Preservation Ordinance. Any new commercial development on this property must be of a character, size, and scale that is consistent with the historic area in Montgomery County.

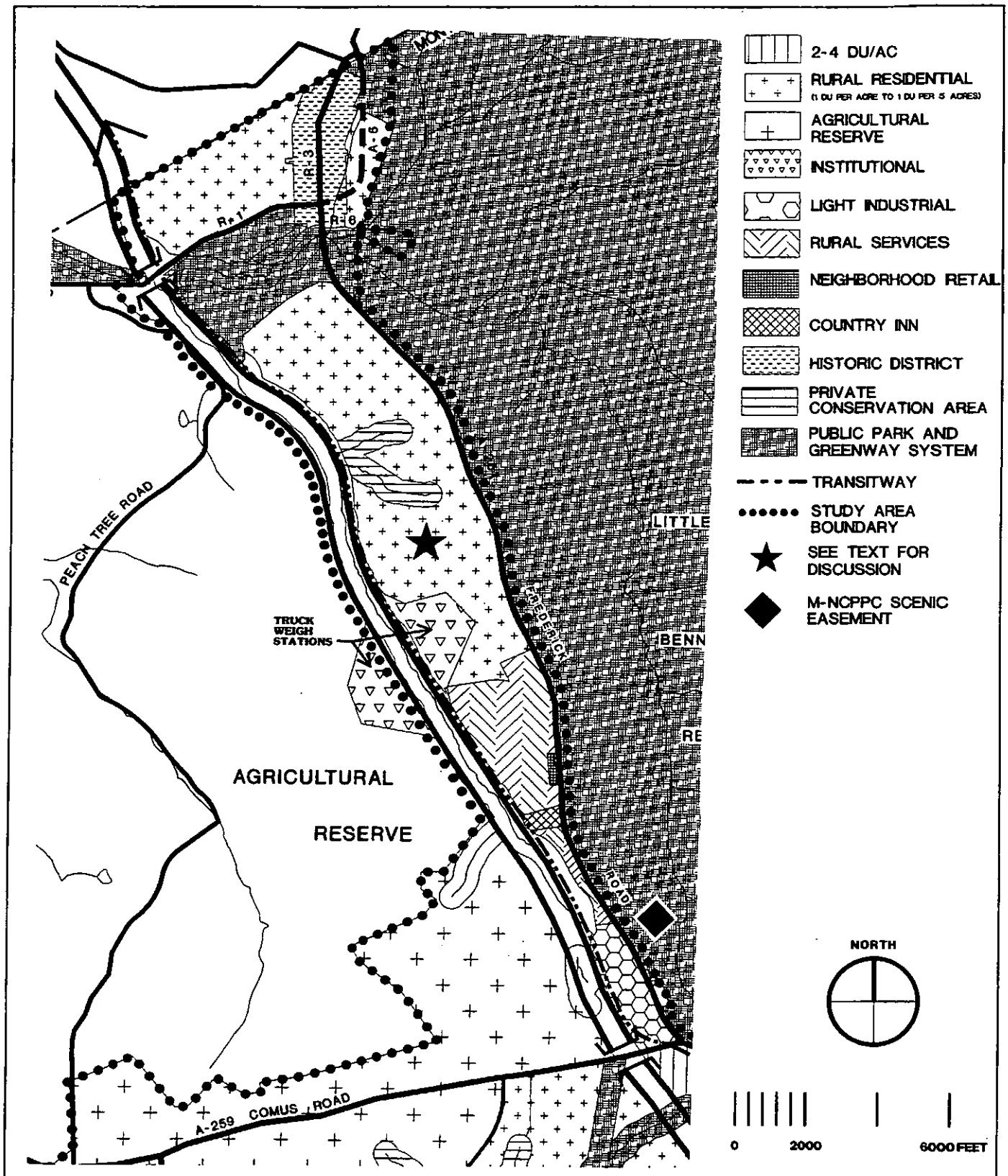
- *Support for the provision of community sewer and water service in the Hyattstown Historic District.*

The provision of community sewer service to Hyattstown is essential if the town is to survive. This Plan strongly endorses the provision of service in a timely manner.

- **Help assure that future development activity is supportive of the Plan's vision for Hyattstown.**
 - Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them.
 - Provide linkages between the town and Little Bennett Regional Park, particularly accentuating the historic Hyattstown Mill and Miller's House, located in the park.
 - Encourage a limited amount of new construction, as long as the new buildings are compatible with the historic ones in terms of size, scale,

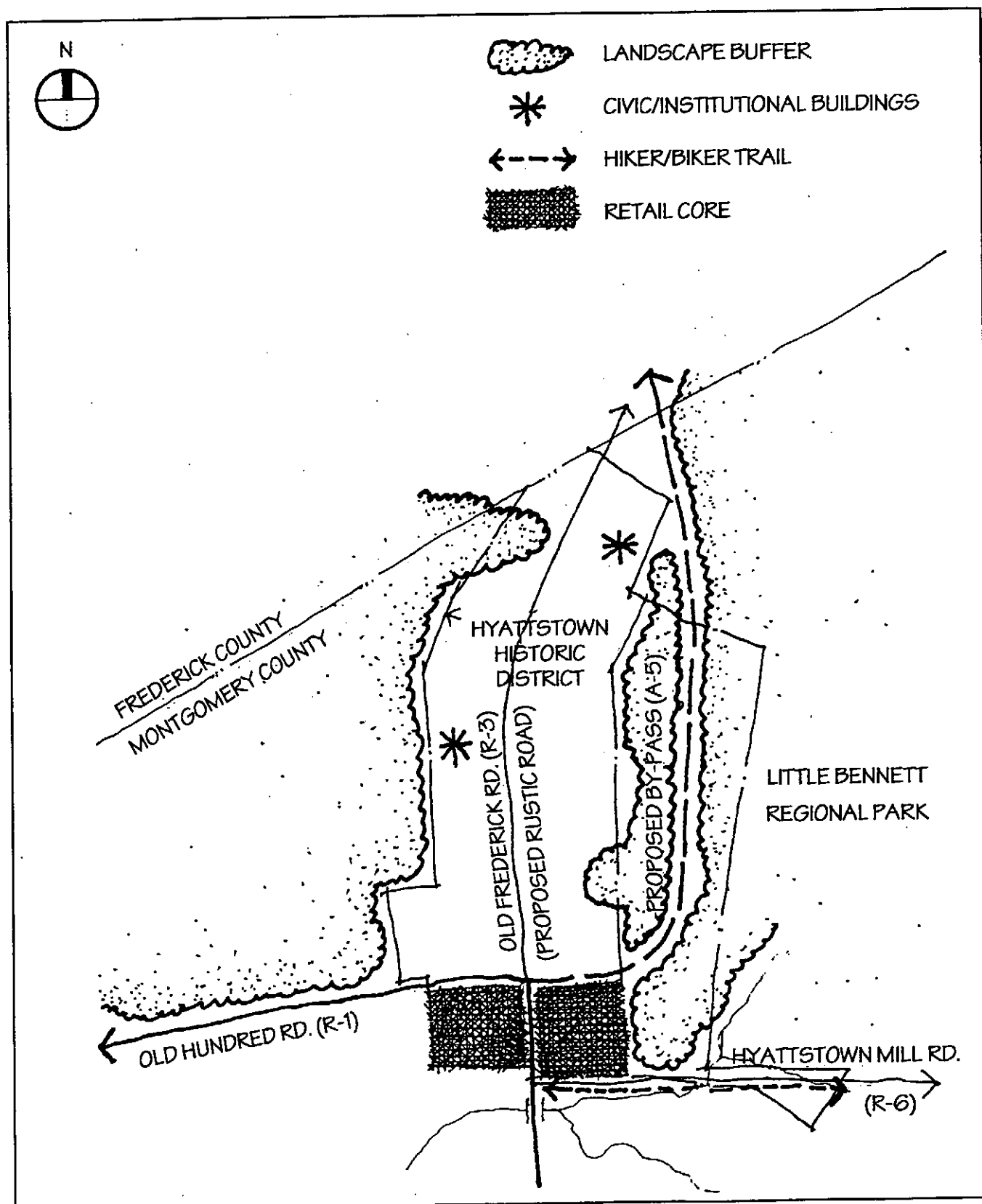
Hyattstown Special Study Area Land Use Plan

Figure 30



Hyattstown Concept Diagram

Figure 31



rhythm, percentage of lot coverage, relationship to the street, and relationship to open space.

- Encourage the maintenance of existing street trees and the planting of new trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).
- Encourage the installation of sidewalks along Frederick Road, where topography allows, as long as the sidewalks are informal and meandering to relate to the built and natural environment.
- Encourage appropriate lighting and street furniture, which will enhance Hyattstown's rural character and not present an overly urban or "Georgetown" appearance.
- Encourage the creation of gateways at both the north and south entrances to the town which will enhance the identity of the community and will help to interpret Hyattstown's history.

Figure 32 represents recommendations for Frederick Road.

- **Recommend a rural residential and open space land use pattern between Hyattstown and Clarksburg.**

The area between Hyattstown and Clarksburg is recommended to retain its rural character. The presence of Little Bennett Regional Park will assure that open space will predominate east of MD 355. Recommending a land use pattern which provides a significant amount of open space west of MD 355 will assure a strong rural transition from Clarksburg to Hyattstown. To reinforce this concept, MD 355 in this area is recommended as a primary or arterial roadway rather than a major highway.

The density recommended for the transition area is one unit per two acres. The intent of this density is to maintain a rural character while allowing property owners some flexibility in locating smaller lots (two acres) on better soils. It is anticipated that poor soils for septic systems will preclude an overall density of one dwelling unit per two acres. This Plan does not support extension of community water and sewer unless the County fails to sewer Hyattstown.

- **Provide land use options supportive of solving Hyattstown's sewer problems.**

As previously noted, the provision of community sewer service is essential to the future of Hyattstown. The County Department of Environmental Protection has conducted a study to determine how to provide this service. Serving Hyattstown alone is dependent on cooperation between WSSC and the County. The FY 1995-2000 Capital Improvement Program (CIP) has

Hyattstown Sketch

Figure 32



Frederick Road Within the Hyattstown Historic District —

The sketch shows retention of the two-lane, open-section road through Hyattstown for local access. Limited infill of buildings between the existing structures, sidewalks, and street trees are also shown. Through traffic would be directed to the future bypass outside the Historic District.

identified a project to resolve the Hyattstown sewerage needs. Should this project not be implemented due to fiscal or institutional constraints, this Plan includes a higher density option for the transition area to help provide a greater service area, thereby offering an incentive for greater developer participation in the provision of sewer.

This higher density option (PD-2, two units per acre) would only be suitable if County efforts to program a solution in the County's adopted CIP to sewer Hyattstown in a timely manner (within two years of adoption of the Master Plan) prove unsuccessful and it can be shown that it is feasible to develop the sewerage system necessary for the higher density option.

The criteria for granting an application for two units per acre should include the continuation of a traditional rural development pattern (clusters of homes amid an agricultural countryside) which duplicates and is supportive of the Hyattstown Historic District.

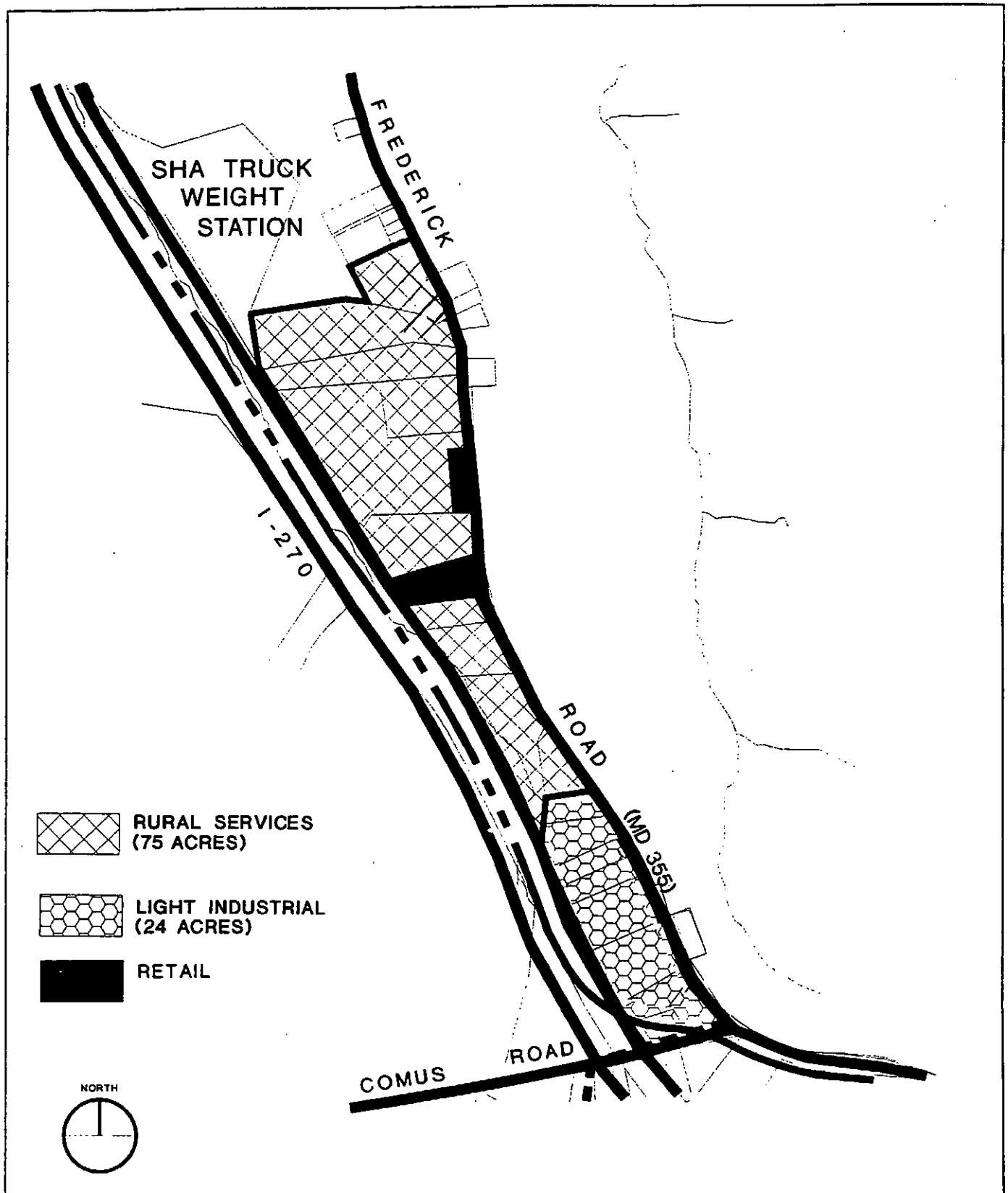
- **Recommend non-residential land uses in areas projected to experience severe noise impacts.**

Non-residential uses in the Special Study Area are concentrated along MD 355 just north of Comus Road. The existing zoning (I-1) permits industrial uses; the sale and rental of equipment is the predominant land use. This Plan recommends continuation of the I-1 Zone and encourages landscaping along MD 355 to enhance the character of existing industrial uses.

Just north of the area zoned I-1, the Plan supports the existing mix of rural scale services and residences. The businesses located here are non-conforming uses and have been for many years. Rezoning this area to industrial or commercial would change the character from rural residential to strip commercial and industrial. At the same time, properties are affected by noise from I-270 — a situation which will worsen as traffic volumes along I-270 increase. Landscaped screening would improve the vistas of those entering Montgomery County along I-270. The configuration of properties (parcels are “sandwiched” between I-270 and MD 355) will make it impossible for residential development to be clustered outside projected severe noise contours. The area recommended for this policy is shown in Figure 33. This Plan recommends creation of a new zone to permit services of a scale and character which would be compatible in rural settings and would encourage appropriate landscaping and access. Such a zone would be appropriate in this portion of the Plan. If the new zone for this area is not approved, this Plan recommends that this area be zoned Rural with special exceptions used to maintain as many of the currently existing uses as possible.

Land Use Recommendations for Southern Portion of Hyattstown Transition Area

Figure 33



- **Extend the greenway system to the Frederick County line to maximize the potential for a regional greenway network.**

This extension has been endorsed by the Frederick County Planning Commission and has been included in their Master Plan for Urbana.

- **Recommend property west of I-270 and north of Comus Road be added to the Agriculture Reserve area.**

This area includes 161 acres which were zoned light industrial (I-3) in 1964. This Plan examined the option of continuing an industrial use designation on this site in light of the following site characteristics:

- *Lack of access to I-270.* Although this parcel is highly visible from I-270, there is no direct access to I-270.
- *Lack of planned sewer and water service.* This Plan is recommending rural and agricultural uses in the vicinity of this parcel; no community sewer or water service is envisioned given the planned low density character of the area.
- *Lack of planned road and bridge improvements in the area.* This property is located on Comus Road, a planned two-lane road, and traffic from the site would cross I-270 on a bridge which has limited carrying capacity.

All of these factors make this property unsuitable for the type of high-technology office employment envisioned along the I-270 Corridor. The site better relates to the agricultural areas to the north and west.

Ten Mile Creek Area (3,590 Acres)

As noted in the Environmental Plan chapter, the 3,590-acre Ten Mile Creek Area has characteristics which make it environmentally sensitive, including extensive woodlands, fragile stream banks, and steep slopes.

The Land Use Plan proposed for this area is shown in Figure 34, page 88.

Plan Objectives:

- Recommend a land use pattern west of Ten Mile Creek which is supportive of the larger Agricultural Reserve.

The Ten Mile Creek Area adjoins a portion of the County-wide Agricultural Reserve described in the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County* as the "Central Sector." The central sector is described in the *Functional Master Plan for Agriculture and Open Space* as follows:

This 36,000-acre sector is the pivotal point in Montgomery County's agricultural and rural open space preservation program . . . Pressure to develop this area is expected to increase because of its natural beauty and as employment opportunities move northward along the I-270 corridor. An aggressive preservation program should be focused on this area.

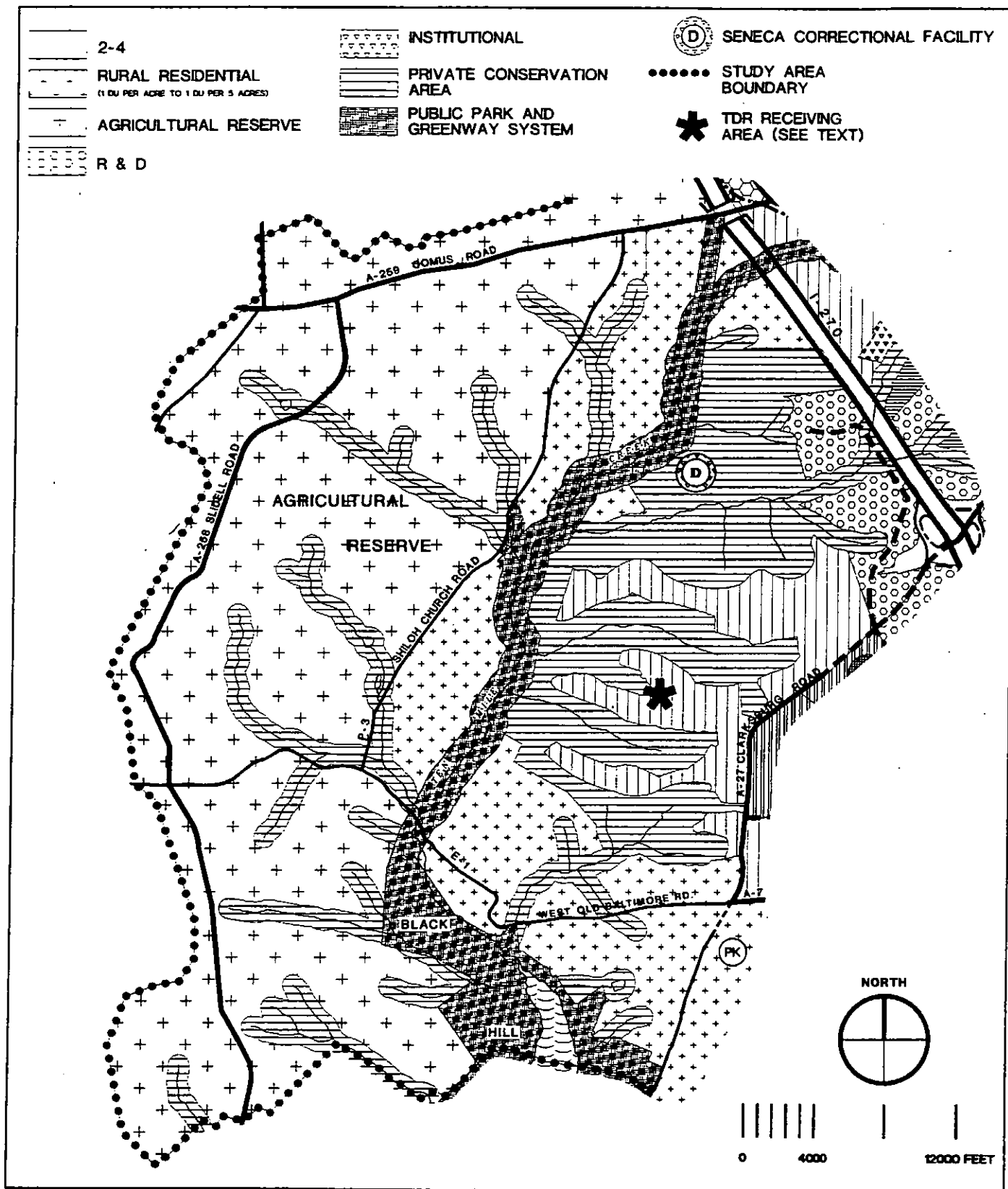
The Functional Master Plan for Agriculture and Open Space concludes that a new Master Plan for the Clarksburg Study Area should be prepared that "examines Clarksburg's potential for agricultural preservation."

This Plan focuses on the area west of Ten Mile Creek as the most critical in terms of helping to preserve the larger Agricultural Reserve. The existing land use pattern is dominated by very large parcels and has traditionally been a farming community. Although the suitability of soils for farming varies from poor to good (see Figure 35, page 90), the importance of this area to County-wide agricultural preservation is significant because it forms a critical transition from the I-270 Corridor to the very productive farmland of western Montgomery County. For this reason, this Plan recommends approximately 1,800 acres west of Ten Mile Creek be added to the County's Agricultural Reserve area.

Alternative rural land use patterns were considered in this area but rejected as being inconsistent with farmland preservation objectives.

Ten Mile Creek Area Land Use Plan

Figure 34



- **Recommend a land use pattern east of Ten Mile Creek which balances environmental concerns, County housing needs, and the importance of I-270 as a high-technology employment corridor.**

Because this area is separated from the larger Agricultural Reserve by Ten Mile Creek, agricultural preservation is not the primary objective. The key land use objective in this area is to provide housing and job opportunities while mitigating water quality impacts in Ten Mile Creek. An open space pattern extensive enough to help protect the many natural attributes of the larger watershed is recommended by this Plan.

A more detailed discussion of the environmental characteristics and concerns in this area is included in the Environmental Plan chapter. During the Master Plan process, the importance of protecting these environmental resources was weighed against competing County needs, in particular, the long term County-wide need for additional areas for single-family detached housing and the future of I-270 as a significant employment corridor.

This Plan recommends an extensive level of environmental mitigation because all of the environmental studies done as part of this Master Plan process have identified Ten Mile Creek as a fragile stream due to its delicate ecosystem, low base flow, and highly erodible stream banks. In this respect, Ten Mile Creek differs from other streams in the Study Area and merits special consideration.

- **Recommend employment sites along I-270 and include development criteria to help address environmental concerns.**

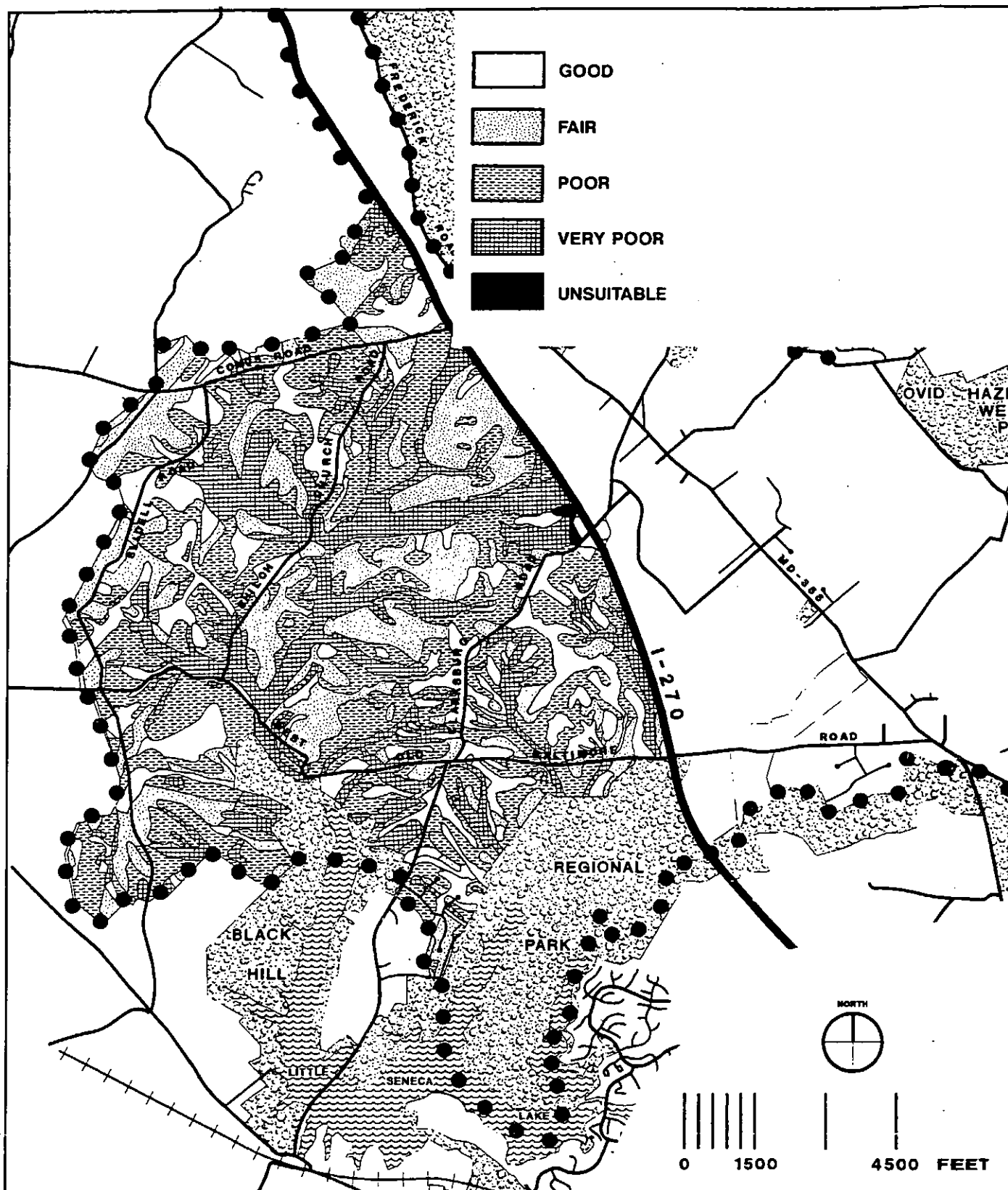
Two employment sites are recommended in this area; both front I-270 and are in close proximity and have good access to the I-270/MD 121 interchange.

The character of development at these sites is very important given their location in the Ten Mile Creek Sub-basin. (See Environmental Plan chapter, page 137.) The following guidelines are intended to foster environmentally sensitive site plans when these sites develop:

- Each site shall have no more than 400,000 square feet of floor area.
- An imperviousness limit of 15 percent shall apply to the entirety of each site (this coverage shall be calculated over the entire property — not just the portion which is zoned for industrial, see Figure 36, page 93).
- Development plans should include tightly clustered buildings close to I-270 to promote transit serviceability.

Soil Suitabilities for Agriculture West of I-270

Figure 35



- Both sites will require improved access from MD 121 once development occurs and I-270 improvements require relocation of Whelan Lane (the current access). The Master Plan recommends relocated Whelan Lane to be kept as close to the existing alignment as possible to minimize new stream crossings.
- **Recommend residential land uses west of MD 121 and include development guidelines to help address environmental concerns and to assure a predominance of single-family detached units.**

This Plan recommends that approximately 600 acres be designated RE-1/TDR with a base density of one unit per acre — the density recommended by the 1968 Clarksburg Master Plan but never implemented.

Up to 900 dwelling units would be appropriate through the purchase of TDR's if the following environmental and housing mix guidelines can be achieved.

- Development should achieve a minimum of 70 percent single-family detached units. The Montgomery County Office of Planning Implementation has documented the need for single-family detached lots to meet projected future market demand. Master Plan guidelines will help assure this type of development occurs in this area.
- The open space and conservation areas along Ten Mile Creek's mainstem and tributaries shown on the Master Plan should remain undeveloped and should be afforested.
- Dedication to M-NCPPC will be required for the open space and conservation areas along Ten Mile Creek's mainstem. At the time of subdivision, M-NCPPC will decide whether the open space along the tributaries will also be required for dedication to parkland or will become homeowners associations' common land.
- There may be a need for future study of possible water reservoir sites and Ten Mile Creek is identified as a potential study site. Therefore, this development should be able to accommodate a possible future reservoir within the open space shown on the Master Plan.
- **Provide general guidance in terms of future potential uses of County-owned land (Site 30).**

Montgomery County owns a 300-acre site known as Site 30.

This Plan recommends the following land use pattern for this site:

- The portion of the property fronting I-270 is recommended for office or R&D uses, not to exceed 400,000 square feet of floor area.

- A publicly owned facility could be accommodated elsewhere on the property. A detention center for minimum to medium security inmates (the Seneca Correctional Facility) is presently planned for Site 30. If the detention center is located elsewhere, then an alternative public use of similar scale and intensity may be appropriate.

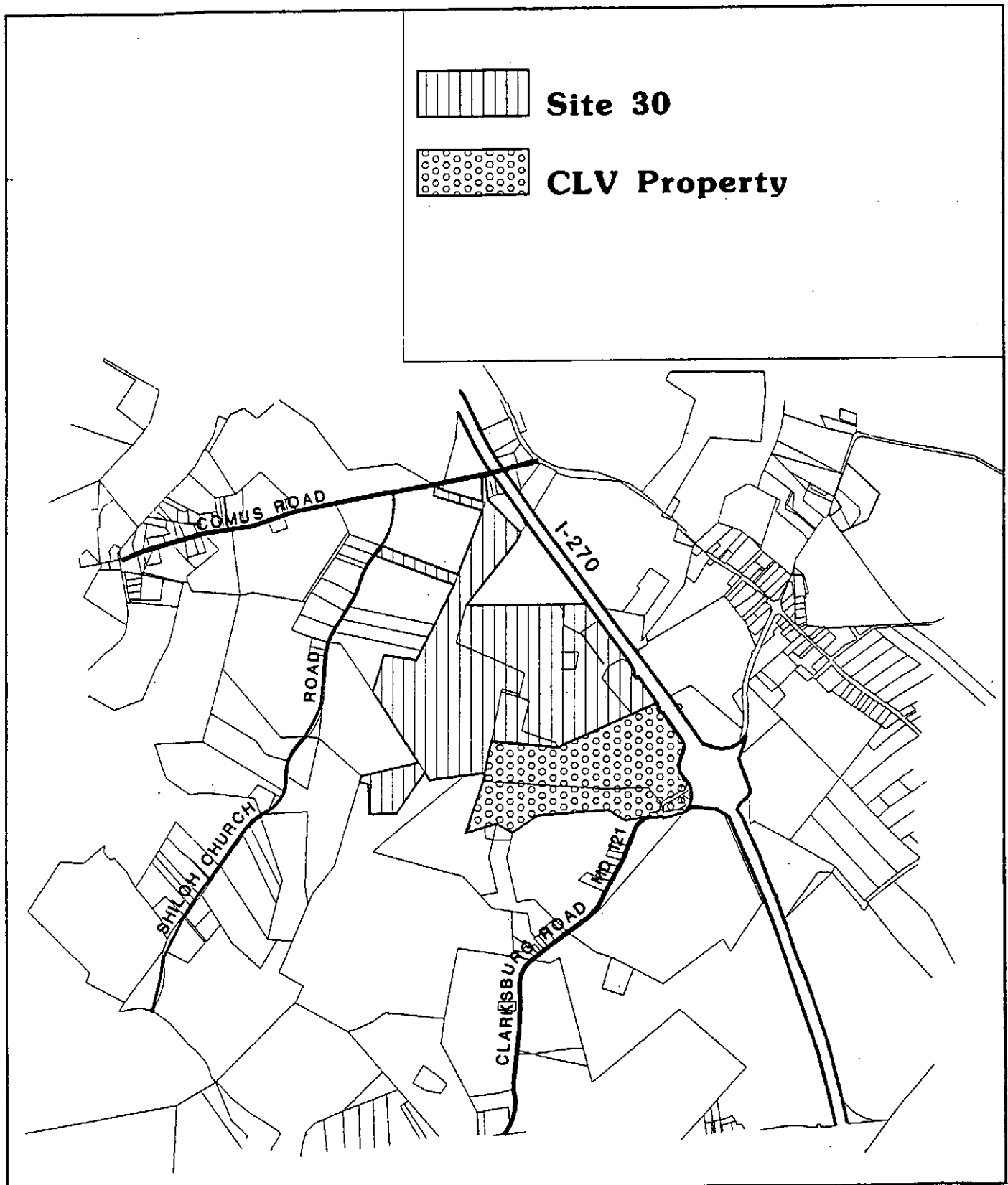
This Plan recommends that the ultimate development of Site 30 include the following elements:

- The greenway proposed along Ten Mile Creek.
- Preservation of the Moneysworth Farm historic site on the property (adaptive re-use of the building is encouraged).
- A compatible transition to surrounding rural and open space uses.
- No access to Shiloh Church because a significant stream crossing would be required.
- Designation of a significant portion of Site 30 as open space.
- Impervious surfaces shall not exceed 15 percent for the entirety of Site 30 (including public and private uses).

Because of the many environmental constraints on Site 30, its location in a sensitive watershed, and the rural/agricultural character of surrounding land uses, evaluating whether a particular public facility is suitable at Site 30 must occur as part of a well defined planning process. Such a process should include citizen participation and involve other governmental review agencies as early in the process as possible.

Areas Affected by Master Plan Recommended 15% Impervious Limits

Figure 36



Zoning Plan

Overview

The zoning recommendations of this Plan will be implemented by separate action of the County Council following adoption of the Plan.

Existing and Proposed Zoning Plan

The zoning pattern as of 1993 is shown in Figure 37, page 96. The recommended zoning plan is shown in Figure 38, page 97.

The Zoning Plan includes two different types of zones: Euclidean (base) zones and floating zones. It is standard practice in all master plans adopted in Montgomery County since 1971 to designate a base, or "Euclidean" zone, for every parcel and to indicate for some parcels an appropriate floating or optional zone that allows somewhat different development and sets a higher limit on the intensity of development than the base zone. Euclidean zones contain rigid requirements, such as lot size, setbacks, and height limits. Except when developed under the cluster option, the entire land area will be divided into approximately equal size lots.

Base (or Euclidean zones) may be applied to an entire area by the County Council in a comprehensive rezoning following a master plan study. Piecemeal requests for Euclidean rezonings may be granted only upon a showing that

Legend:

RDT Rural Density Transfer	T-S Town Center
RC Rural Cluster	C-INN Country Inn
Rural Rural	C-1 Local Convenience Retail
RE-2 Single Family Detached	C-2 General Commercial
R-200 Single Family Detached	I-3 Industrial Park
R-30 Multi-Family	I-1 Light Industrial
PN Planned Neighborhood	R&D Research & Development

Note: See Summary of Zoning Classifications

Map labels include: MD 15, MD 120, MD 121, MD 122, MD 123, MD 124, MD 125, MD 126, MD 127, MD 128, MD 129, MD 130, MD 131, MD 132, MD 133, MD 134, MD 135, MD 136, MD 137, MD 138, MD 139, MD 140, MD 141, MD 142, MD 143, MD 144, MD 145, MD 146, MD 147, MD 148, MD 149, MD 150, MD 151, MD 152, MD 153, MD 154, MD 155, MD 156, MD 157, MD 158, MD 159, MD 160, MD 161, MD 162, MD 163, MD 164, MD 165, MD 166, MD 167, MD 168, MD 169, MD 170, MD 171, MD 172, MD 173, MD 174, MD 175, MD 176, MD 177, MD 178, MD 179, MD 180, MD 181, MD 182, MD 183, MD 184, MD 185, MD 186, MD 187, MD 188, MD 189, MD 190, MD 191, MD 192, MD 193, MD 194, MD 195, MD 196, MD 197, MD 198, MD 199, MD 200.

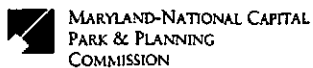
Map labels include: Little Bennett Regional Park, Ovid Hazen Wells Park, Black Hill, Little Seneca, Little Seneca Regional Park.

Map labels include: RDT, RC, Rural, RE-2, R-200, R-30, PN, T-S, C-INN, C-1, C-2, I-3, I-1, R&D.

Scale: 0 2500 7500 FEET

North Arrow

Zoning Plan



Clarksburg Master Plan and Hyattstown Special Study Area

APPROVED AND ADOPTED JUNE 1994

there has been a change in the character of the neighborhood since the last comprehensive rezoning or that there was a mistake in that comprehensive rezoning.

Floating zones have more flexible development standards, but they may be approved by County Council only upon a finding that the development will be compatible with surrounding land uses and is in accord with the purpose clause of the zone. In all floating zones, development can only occur in accordance with a detailed site plan approved by the Planning Board.

A generalized description of the zones recommended in this Plan is included in Table 4, page 102.

Relationship of Proposed Zoning Plan to Key Land Use Objectives

The relationship between the Plan's land use recommendations and zoning proposals is summarized in Table 5, page 104.

1. Implementing Mixed-Use Neighborhoods

The Land Use Plan includes many guidelines regarding housing mix, character of neighborhoods, road cross-sections, and the interrelationship of different public and private uses. These types of objectives are best implemented through zones which allow the developer more flexibility in terms of layout and provide for more rigorous design review by the Planning Board and/or County Council.

For this reason, the Zoning Plan designates key areas of the Plan for either "floating zones" or Euclidean zones, which require project plan approval by the Planning Board. This strategy is essential if the mixed-use concepts of the Plan are to be realized. At the same time, this approach allows the Planning Board and/or County Council more opportunity to look at the details of a development proposal and test it against the Plan guidelines prior to authorizing higher density development.

Figure 39, page 99, identifies those properties which will require additional legislative action by the County Council to achieve the end-state density (Planned Development zones) as well as those which will require project plan approval by the Planning Board to achieve end-state density (residential-mixed use zones). Where there is a range in the PD density, the higher density may be achieved only through maximum use of the MPDU provisions.

The Town Center District, the proposed transit stop neighborhoods, and the majority of the Newcut Road and Cabin Branch Neighborhoods are covered by these zones. As a result, the end-state densities recommended in the Land Use Plan cannot occur without more detailed review than is typically required by the subdivision or site plan process.

The boundary of the Town Center to the north and east is A-305. The actual alignment of A-305 may change as a result of design and engineering

studies. The area appropriate for RMX-2 should be bounded by A-305's final alignment.

2. Designation of TDR Receiving Areas

This Plan designates several parcels of land as suitable for transferable development rights (TDR) receiving areas. Receiving areas are permitted to develop to a specified density greater than that designated by the base zoning density.

The zoning density of a development in any residential zone within a designated TDR receiving area may be increased (subject to Planning Board approval and in conformance with an approved and adopted master plan) by one dwelling unit for each development right received from a rural property designated a "sending area." Transferable development rights is a method of preserving agricultural land. Owners of agricultural land sell "development rights" from their land.

The zoning density in a receiving area may not be increased by transfer of development rights beyond the density recommended by the Land Use Plan. A request to utilize development rights on a property within a receiving area is submitted in the form of a preliminary subdivision plan. The preliminary subdivision plan must normally include at least two-thirds of the maximum number of development rights permitted to be transferred to the property.

A property developed with TDR's must provide moderately priced dwelling units (MPDU's) in accord with the Montgomery County Code. The MPDU requirement is calculated on the total dwelling unit count, including TDR units. (Additional TDR's do not have to be purchased to exercise the MPDU bonus.) Development with TDR's must conform to the standards of the PD zone nearest (but not higher) in density to the TDR density shown on the Master Plan.

The recommended TDR receiving areas in Clarksburg are identified on the Land Use Plan map and the Zoning Plan map. The characteristics of the receiving areas are described on Table 3, page 101.

3. Implementing the Vision of I-270 as a High-Technology Employment Corridor.

This Plan includes many employment sites along I-270. Some are presently zoned I-3, but this Plan recommends a substantial reduction in the actual acreage proposed for I-3. The key reasons for reducing the amount of I-3 zoned land include:

- The Plan's intent to keep employment uses clustered toward I-270 rather than allowing buildings to spread over large expanses of land.
- Concern that continuing the existing zoning pattern could allow upwards of over 80,000 employees in an area envisioned as a town rather than a major employment center.

The most significant area of new employment is located in the Cabin Branch Neighborhood where up to 2.3 million square feet of office-type uses could occur. This Plan recommends this development occur as part of a mixed-use concept to allow the opportunity for housing. RMX zoning will be the base zoning for the northern portion of this site and I-3 Zone for the southern portion with an MXPD option over the entire area to allow for comprehensive planning of these mixed uses.

A similar zoning approach is recommended along I-270 in the Town Center to encourage joint development of employment and residential uses near a future proposed transit stop. The R-200 Zone is recommended as the base zone with MXPD Zone recommended as the appropriate floating zone.

The Land Use Plan designates sites west of I-270 as suitable for the I-3 Zone; the actual zoning configuration will be refined at time of zoning.

Summary of TDR Zone Recommendations

Table 3

Area	Acres	Recommended Zone	Maximum Potential Development Rights
Cabin Branch Neighborhood	355 165	RMX-1/TDR RE-1/TDR-2 *	734 31
Newcut Road	670	R-200/TDR-3	670
MD 355 Corridor	175	R-200/TDR-4	350
Transit Corridor	41	R-200/TDR-7	205
Ten Mile Creek East	593	RE-1/TDR-2 *	194
Total	1,999		2,184

* The owners/representatives of these properties have requested the TDR designation. The Master Plan establishes density caps of less than the full density allowed by the zone on these properties.

Summary of Zoning Classifications¹

Table 4

Zone	Description	Maximum Density (Units Per Acre)/Building Height ²
<u>AGRICULTURAL ZONES¹</u>		
RDT	Rural Density Transfer	1 Unit/25 Acres
RC	Rural Cluster	1 Unit/5 Acres
Rural	Rural	1 Unit/5 Acres
<u>RESIDENTIAL ZONES</u>		
RE-2	Single-Family Detached	0.4/Acre
RE-1	Single-Family Detached	1.0/Acre
R-200	Single-Family	2.0/Acre
R-150	Single-Family	2.9/Acre
R-90	Single-Family	3.6/Acre
R-60	Single-Family	5.0/Acre
R-30	Multi-Family	14.5/Acre
<u>TRANSFERABLE DEVELOPMENT RIGHTS (TDR)</u>		
RMX-1/TDR		The TDR density shown on the Zoning Plan can only be achieved through the transfer of development rights from the Agricultural Reserve
R-200/TDR		
RE-1/TDR		
<u>COMMERCIAL ZONES</u>		
C-1	Local Convenience Retail	30 Feet
C-2	General Commercial	3 Stories/42 Feet
C-Inn*	Country Inn	2-1/2 Stories
<u>EMPLOYMENT ZONES</u>		
I-1	Light Industrial	10 Stories/120 Feet
I-3*	Industrial Park	100 Feet/0.5 FAR
I-4	Low-Intensity, Light Industrial	42 Feet
<u>PLANNED DEVELOPMENT AND MIXED-USE ZONES</u>		
PD*	Planned Development	Variable
PN*	Planned Neighborhood	Variable
MXPD*	Mixed-Use Planned Development	Variable
RMX-1*	Residential - Mixed-Use Development, Community Center	Variable
RMX-2*	Same as above	Variable

Note: * These zones generally involve more rigorous review procedures by the Planning Board and/or County Council.

Table 4 Footnotes:

- 1 The Montgomery County Zoning Ordinance gives the specific provisions for each zone. In certain instances, dwelling unit types and building heights may be changed.
- 2 Densities indicated are the maximum permissible, without the bonus for inclusion of Moderately Priced Dwelling Units (MPDU's). These densities do include the cluster option where applicable. Maximum density can only be obtained on land with dedicated rights-of-way and the capability to accommodate required lot sizes. Any subdivision of 50 or more units must include 12.5 percent MPDU's, in which case a density increase of up to 20 percent and optional development standards and unit types are permitted.
- 3 In order to utilize the cluster provisions of the Zoning Ordinance, a developer must receive the approval of the Montgomery County Planning Board. The property must be posted and a public hearing must be held on the application prior to the Planning Board's action.

Zoning Recommendations by Geographic Area

Table 5

PLANNING SUBAREA	KEY LAND USE RECOMMENDATIONS	KEY ZONING RECOMMENDATIONS
1. TOWN CENTER DISTRICT	<ul style="list-style-type: none"> • To encourage a variety of uses. • To encourage a mix of housing types. • To reinforce the concept of I-270 as a high technology employment corridor. • To encourage a proposed neighborhood shopping center be integrated with surrounding uses. • To protect the scale and character of the Clarksburg Historic District. 	<ul style="list-style-type: none"> • Recommend the RMX-2 Zone for a large portion of the Town Center District. This zone allows a mix of uses but only upon a finding by the Planning Board that a development plan is consistent with Master Plan recommendations. • Designates a site near I-270 for employment use. The MXPd Zone is recommended to encourage the joint development of residential and employment uses.
2. TRANSIT CORRIDOR DISTRICT	<ul style="list-style-type: none"> • To encourage a mix of uses at the proposed Shawnee Lane transit stop area. • To continue the employment zoning (I-3) on the Comsat and Gateway I-270 properties and to provide the future opportunity for a mix of housing. • To retain the residential character of MD 355 	<ul style="list-style-type: none"> • Recommend Planned Development (PD) Zone for mixed-use area. • Recommend Mixed-Use Planned Development (MXPd) Zone as an option for properties now zoned I-3. • Retain existing residential zoning along MD 355.
3. NEWCUT ROAD NEIGHBORHOOD	<ul style="list-style-type: none"> • To create a mixed-use neighborhood center. 	<ul style="list-style-type: none"> • Recommend Planned Development (PD) Zone for vacant land currently zoned Planned Neighborhood (PN). The PN Zone was developed over 20 years ago; planning and zoning concepts in terms of neighborhoods have changed and the PN Zone is no longer the best way to achieve Plan objectives. For this reason, the PD Zone is recommended instead.

Zoning Recommendations by Geographic Area (continued)

PLANNING SUBAREA	KEY LAND USE RECOMMENDATIONS	KEY ZONING RECOMMENDATIONS
4. CABIN BRANCH NEIGHBORHOOD	<ul style="list-style-type: none"> • To encourage a variety of housing types. • To create a mixed-use neighborhood center. • To encourage an employment pattern which is supportive of I-270 as a high-technology Corridor. 	<ul style="list-style-type: none"> • Designate areas recommended for residential and retail uses as RMX-1, a mixed-use zone. • Recommends the MXPB Zone if area is planned and designed in a comprehensive fashion.
5. HYATTSTOWN SPECIAL STUDY AREA	<ul style="list-style-type: none"> • To preserve the scale and character of the Hyattstown Historic District. • To preserve the rural character between Hyattstown and Clarksburg. • To recommend compatible land uses in areas severely impacted by noise. 	<ul style="list-style-type: none"> • Allows a PD zoning application in the area between Hyattstown and Clarksburg if it is supportive of the Plan objective to provide sewer service to Hyattstown in a timely manner. • Recommends a new zone to permit services of a scale and character which would be compatible in rural settings.
6. TRANSITION AREAS	<ul style="list-style-type: none"> • To create a suitable transition from other communities (Damascus/ Germantown) to Clarksburg. 	<ul style="list-style-type: none"> • Recommend residential zones that will facilitate provision of detached units (R-200 and R-90). • Recommend large lot zoning as transition to neighboring rural and agricultural areas (5-acre and 2-acre lots).
7. TEN MILE CREEK AREA	<ul style="list-style-type: none"> • To encourage the preservation of agricultural and open space. • To balance environmental concerns, County housing needs, and the importance of I-270 as a high-tech employment corridor. 	<ul style="list-style-type: none"> • Recommend RDT zoning west of Shiloh Church Road. • Recommend employment sites along I-270. • Recommend residential land uses west of MD 121.

Transportation and Mobility Plan

Overview

This Plan proposes a system of highways, transit routes, and bikeway/pathways to support future development. Major emphasis is placed on transit in accord with Plan objectives to make Clarksburg a transit-oriented community.

The transportation system functions to serve both access for local traffic (to and from area development) and passage for through traffic moving between areas of the larger region. Most parts of the transportation system serve both of these functions. Generally, freeways (I-270), major highways and the transitway are intended to serve the movement of longer distance through traffic while local neighborhood streets and neighborhood bus loops, bikeways, and walkways tend to only provide access to the residential and business areas through which they pass. Arterial highways fall between these extremes, serving a combination of through movement and local access.

In the preparation of this Plan, future land uses and transportation improvements for the Study Area were evaluated for adequacy using regionally accepted land use forecasts and transportation networks. The information for Frederick County was of particular importance and was at a greater level of detail than previously used in County-wide analyses.

The importance of transit to the future development of the Clarksburg/Hyattstown area cannot be underestimated. The transit-related recommendations of this Plan include:

- Regional transitway linking the Study Area to the City of Frederick to the north and the Shady Grove Metro station to the south.

- High quality regional and local bus routes linking developed areas to transit stations.
- Improved MARC commuter rail service.
- Park-and-ride lots.

Higher intensity land uses are directed to transit station areas. In those portions of the Study Area where lower intensity development uses are recommended, this Plan encourages the clustering of buildings toward bus routes. To encourage non-automobile access to transit, this Plan recommends a continuous network of sidewalks and bike routes connecting developed areas to transit stations.

This Plan recognizes the transportation policy implications of recently adopted federal regulations pursuant to the Clean Air Act of 1990. This legislation sets forth automobile emissions guidelines which must be adhered to for localities to receive federal funding for transportation projects. Key factors which influence the level of automobile emissions are levels of vehicle-miles-of-travel (VMT) and congestion on roadways. To limit these factors, this Plan calls for the provision of a transportation system which will offer a variety of viable mobility alternatives to the single-occupant automobile. Further, this Plan recognizes the influence of the pattern of land development needed to support transit and recommends appropriate intensities of land uses.

Plan Objectives

- Identify a high quality public transportation system on exclusive and shared rights-of-way to reduce dependence upon single-occupancy automobile commuting and which can be implemented in stages.
- Identify an interconnected highway network in coordination with the existing and planned regional network to provide multiple opportunities for trips in the Study Area.
- Provide guidance to the Maryland Department of Transportation concerning future improvements to State and federal transportation facilities in the area, particularly I-270 and MD 355.
- Identify a strategy in the Clarksburg Town Center and Hyattstown Historic District to route regional through traffic away from these sensitive areas and onto I-270, arterial roadways, and the transitway.
- Recognize the influence that planned regional development and future transportation systems might have on the Plan.
- Identify roads to be preserved as part of the Montgomery County Rustic Roads Program.
- Encourage efficient public transit and carpool/vanpool programs to support residential and employment development.

- Encourage the provision of bikeways for commuter as well as recreational uses.
- Provide public and private pathways for pedestrian movement at the time of road design and construction.
- Recognize the different mobility needs of people, depending on whether they are traveling through, to, from, or just within the Study Area. Table 6 suggests particular strategies to be followed in meeting the needs of different types of travelers.
- Provide guidance for road design and construction.

The Generalized Highway and Transit Plan for Clarksburg is shown in Figure 40, page 113.

Transit Plan

At present, transit service consists of a limited number of buses on existing roadways and the commuter rail station in Boyds. These services will need to be greatly expanded to serve the future development of Clarksburg. A primary thrust of this Plan is to recommend land uses that may be effectively served by the transit system (see Land Use Plan chapter).

Plan Objectives:

- **Make Clarksburg part of a larger, regional transit network.**

This Plan shows the proposed location of an exclusive transitway through the Study Area. (See Figure 10, page 23.) This would be a 70-foot right-of-way if removed from roadways or 50 feet of additional right-of-way if developed along adjoining roadways. In either case, the rights-of-way would provide space for the exclusive operation of transit vehicles.

This Plan recommends the location of the transitway within the entire length of the A-19 (Observation Drive) right-of-way from Germantown to MD 355 (B-1), north of the Clarksburg Historic District. From the intersection of A-19 and MD 355 the transitway joins MD 355, crosses A-305, and continues along MD 355 to its intersection with Comus Road. North of Comus Road, the transitway's recommended location is within the I-270 right-of-way. The mode of transit (light rail or bus, for example) will be determined by more detailed preliminary design and feasibility studies to be conducted by the Montgomery County Department of Transportation (MCDOT).

If the Maryland Department of Transportation (MDOT) or MCDOT develops a revised alignment for the transitway or A-19 through Clarksburg, this Plan recommends that the Planning Board and County Council consider such an alignment. Any such revision which is approved

Identification of Master Plan Strategies for Improved Transportation in the Study Area

Table 6

Components of Travel Through, To, From, and Within the Study Area						
Trip Orientation	Predominant Means of Travel for the Trip					
	Start of the Trip	Auto-Highway	Transit	Biking	Walking	End of the Trip
Through	<ul style="list-style-type: none"> Locate more housing closer to accessible transit that comes through the area 	<ul style="list-style-type: none"> Emphasize I-270 for regional through trips Regional ride-sharing programs 	<ul style="list-style-type: none"> Upstream Park-and-Ride lots Corridor Cities Transitway (Shady Grove to Frederick) MARC rail extension (Point-of-Rocks to Frederick) 	<ul style="list-style-type: none"> Greenway system
To	<ul style="list-style-type: none"> Locate more housing closer to transit routes that come into the area 	<ul style="list-style-type: none"> Major highway capacity improvements Intersection improvements Interchanges 	<ul style="list-style-type: none"> Corridor City Transitway (Shady Grove to Frederick) Park-and-Ride lots with express bus service to the area 	<ul style="list-style-type: none"> More bike routes in main travel corridors and within the area; priority implementation Bike paths to area employment centers Greenway system 	...	<ul style="list-style-type: none"> Parking availability and rates TMD Share-a-Ride programs for the employment center Bike storage for workers at employment centers
From	<ul style="list-style-type: none"> Provide Share-a-Ride Program for area residents Improve sidewalks, bike routes and access to transit routes 	<ul style="list-style-type: none"> Intersection improvements Major highway capacity improvements Interchanges 	<ul style="list-style-type: none"> Increase frequency of feeder bus routes to transit stations Corridor Cities Transitway Increased transit route coverage and direction Park-and-Ride lots MARC rail service 	<ul style="list-style-type: none"> Bike storage at transit stations Greenway system 	...	<ul style="list-style-type: none"> Transit and pedestrian circulation system in Montgomery County and regional activity centers
Within	<ul style="list-style-type: none"> Locate housing in the area closer to employment centers to facilitate walking and biking Improve sidewalks, bike routes, and access to transit routes 	<ul style="list-style-type: none"> Intersection improvements More local streets for circulation Reduce conflicts with through traffic 	<ul style="list-style-type: none"> Improve route density and frequency of Ride-On and Metrobus routes 	<ul style="list-style-type: none"> Improve bike paths to employment centers and community facilities Bike storage at employment centers Greenway system 	<ul style="list-style-type: none"> Improve pathway and sidewalk system between residential areas and employment centers and community facilities Greenway system 	<ul style="list-style-type: none"> Reduce conflicts with vehicles; more signalized crosswalks Improve street lighting and amenities

by a vote of the County Council may proceed without the need for another Master Plan amendment, but only after the Council and the Planning Board provide an opportunity for comprehensive public input including, but not limited to, a public hearing by the Council.

The recommended alignment is subject to further feasibility and engineering studies to determine its exact location, cross-section, and mode of operation. All options for use of this alignment should be considered in the course of the MCDOT design study, including grade separated and at-grade locations. The alignments should be considered for integration with surrounding land use where appropriate. These studies should also determine a feasible funding schedule for construction of the transitway and the expected sources of funding.

The Boyds train station is served by a commuter rail service (MARC) operated by the Maryland State Rail Administration. The service connects Union Station in Washington, D.C. with Brunswick, Maryland, with connections to Martinsburg, West Virginia.

The MARC station will serve as the primary transit service for the Study Area until the transitway and the I-270-related transit improvements are operational.

- **Provide neighborhood bus loops which provide internal circulation as well as access to the larger regional transit network.**

Illustrative bus loops are proposed to serve residential neighborhoods, employment, and shopping areas. Small Ride-On size buses are proposed to eventually operate along these loops. Initially, service to the Boyds MARC station is recommended, to be followed by longer distance bus connections along I-270 and A-305.

- **Designate areas as suitable for Park-and-Ride lots to encourage carpool/vanpool programs.**

To foster carpool formation and to provide "Park-and-Ride" to transit stations and Down-County, this Plan recommends that Park-and-Ride lots of 50 to 300 spaces be combined with shopping center parking lots in the neighborhood centers. This Plan recommends that special attention be paid to the design of larger lots in terms of community impact.

Park-and-Ride lots will perform an important function early in the development of Clarksburg in terms of establishing transit patterns. Park-and-Ride lots should be located near future transit stops. This strategy will help establish centers of transit service which will ultimately evolve into transit stations. This Plan recommends the reservation of land to allow for a total of no more than 800 park-and-ride spaces to be distributed among the three future transit stops located within the Study Area. As noted in the Land Use

Plan chapter, a park-and-ride lot should be located on Comsat only if coordinated with the property owner.

Street and Highway Plan

The Plan concept for streets and highways is shown in Figure 11. North-south access will be provided by I-270 and A-305, which are intended to accommodate large volumes of traffic. These two roads will be linked by a series of east-west roadways (Stringtown Road, Newcut Road Extended, and Clarksburg Road).

Supporting this basic "rung and ladder" concept will be a series of roadways (Observation Drive and MD 355) which will serve land uses.

The comprehensive system of roadways proposed to implement this concept is shown in Figure 40. All highway segments in the Study Area and vicinity are described in Table 7, which specifies the maximum number of recommended lanes and the minimum required right-of-way width. Master Plan roadway alignments are used to preserve the right-of-way that will be needed for future construction of roadways. This preservation process ensures that land will be available when roadway construction is needed and that development is sited with the appropriate relations to future roads. An alignment can vary slightly, depending on special site needs, as it traverses the parcel so long as any changes made affect only that parcel.

The Study Area roadway network is recommended to consist of freeway, major highway, arterial roadway, business district, and primary residential street classifications. Primary roadways which primarily serve development access, as they are planned in the future, must be designed within the framework of the highway system. A later section of this chapter explains the need for non-standard rights-of-way in selected locations. These cross-sections reflect the variation of the character of roadways within the Town Center and the remainder of the Study Area.

Summary of Key Roadway Recommendations

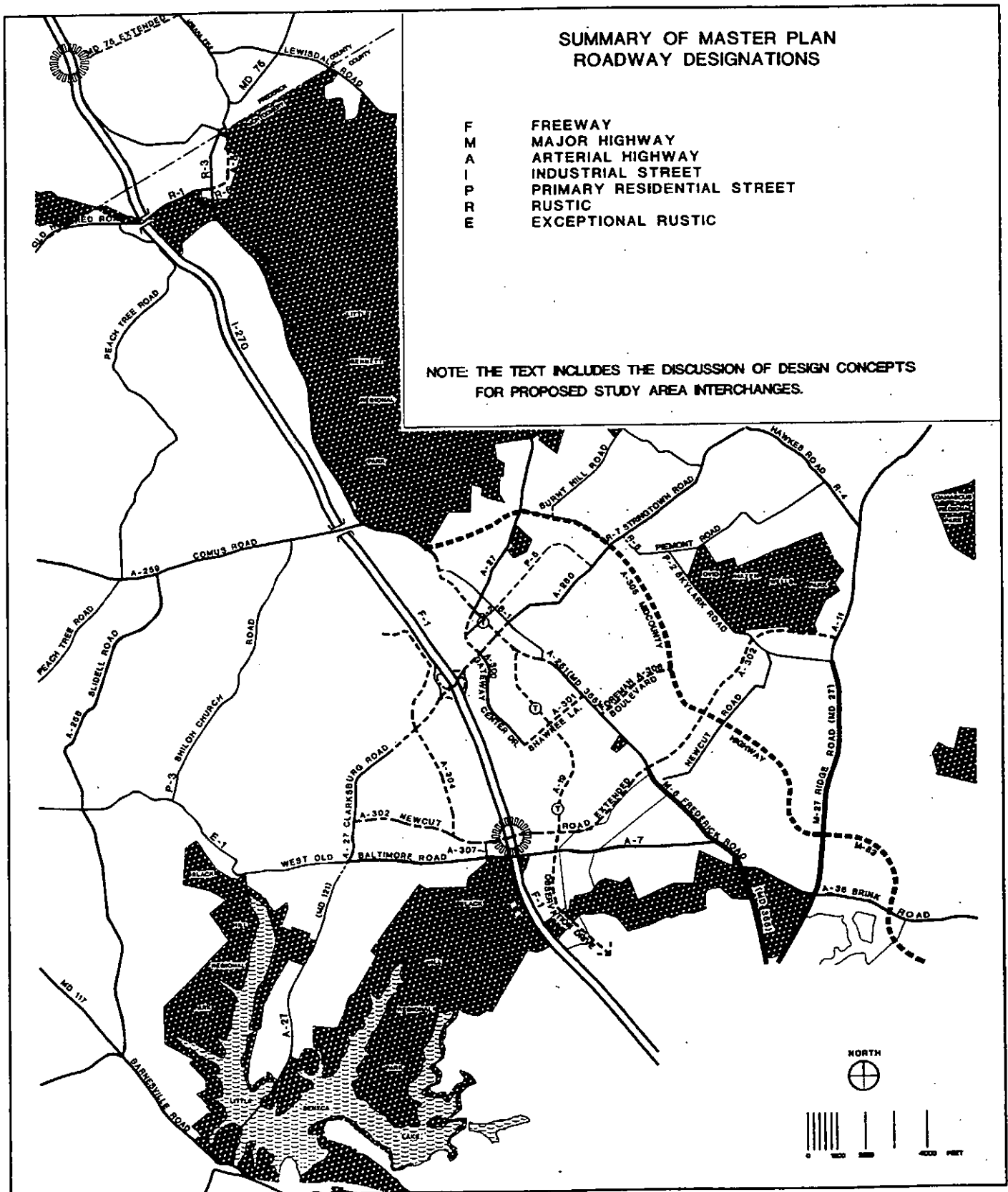
The following discussion presents a brief description of the key roadway system recommendations in this Plan.

I-270 AND ASSOCIATED INTERCHANGES

This Plan recommends that I-270 be widened to no more than eight travel lanes, within a 350-foot right-of-way, between MD 121 and the southern Study Area boundary. Between MD 121 and the Frederick County line, this Plan recommends that I-270 be widened to no more than six travel lanes within the existing variable right-of-way plus 50 feet (plus an additional 50 feet north of Comus Road to allow for the transitway). These right-of-way recommendations would not preclude the design of collector-distributor (C-D) roads within the

Generalized Highway and Transit Plan

Figure 40



Highway and Street Classifications in the Clarksburg Master Plan and Hyattstown Special Study Area

Table 7

Master Plan Roadway Designation	Name	Limits	Number of Travel Lanes ¹	
			Maximum Recommended	Minimum Right-of-way Width ²
Freeway				
F-1	Washington National Pike (1-270)	Southern Study Area Boundary to MD 121	8 lanes	350'
		MD 121 to Comus Road	6 lanes	250'
		Comus Road to County Line	6 lanes	Existing + 100'
Major Highways				
M-6	Frederick Road (MD 355)	Newcut Road Extended to Southern Study Area Boundary	4 Divided	120'
M-27	Ridge Road (MD 127)	Skylark Road to M-83	4 Divided	120'
		M-83 to Brink Road	6 Divided	150'
M-83	Midcounty Hwy.	Brink Road to MD 27	6 Divided	150'
Arterial Highways				
A-5	Hyattstown Bypass (MD 109)	MD 355 to County Line	2	80'
A-7	West Old Baltimore Road	MD 355 to MD 121	2	80'
A-11	Ridge Road (MD 27)	Northern Study Area boundary to Skylark Road	2	80'
A-19	Observation Drive	Southern Study Area Boundary to MD 355	4 Divided w/transitway	150' (includes 50' for transit-way)
A-27	Clarksburg Road (MD 121)	MD 117 (in Boyds) to A-302	2	80'
		A-302 to A-304	4 Divided	120'
		A-304 to I-270	6 Divided	150'
		A-260 to Northern Study Area Boundary	2	80'

Highway and Street Classifications (cont.)

Table 7

Master Plan Roadway Designation	Name	Limits	Number of Travel Lanes ¹	
			Maximum Recommended	Minimum Right-of-way Width ²
Arterial Highways (cont.)				
A-36	Brink Road	MD 355 to M-83	4 Divided	100'
A-251	Frederick Road (MD 355)	Newcut Road Extended to A-19	4 Divided	120'
		A-19 to A-305	4 Divided w/transitway	150'
		A-305 to Comus Road	2 w/transitway	130'
		Comus Road to Hyattstown Bypass	2	80'
A-258	Slidell Road	Northern to Southern Study Area Boundary	2	80'
A-259	Comus Road	MD 355 to Western Study Area Boundary	2	80'
A-260	Stringtown Road	I-270 to A-305	4 Divided	120'
A-300	Gateway CenterDr.	A-260 to A-301	4 Divided	80'
A-301	Shawnee Lane	Gateway Center Drive to MD 355	4 Divided	120'
A-302	Newcut Road Extended	MD 121 to A-305	4 Divided	120'
		A-305 to MD 27	2	80'
A-304	Proposed Road	Newcut Road Extended (A-302) to Site 30	4 Divided	120'
A-305	Midcounty Hwy.	MD 27 to Stringtown Road	4 Divided	120'
		Stringtown Road to Clarksburg Road (A-27)	2	80'
		Clarksburg Road to MD 355	2	80'
A-306	Foreman Boulevard	MD 355 to A-305	2	80'
A-307	Proposed Road	Newcut Road Extended (A-302)2 to West Old Baltimore Road		80'

Highway and Street Classifications (cont.)

Table 7

Master Plan Roadway Designation	Name	Limits	Number of Travel Lanes ¹	
			Maximum Recommended	Minimum Right-of-way Width ²
Business Streets				
B-1	"Old Frederick" Rd. Through Town Center Area		2	50'
<i>Note: See Text for Discussion of this Road.</i>				
B-2	Redgrave Place	A-19 to Little Seneca Creek	2 w/no parking inside historic dist.	70'
Primary Residential Street				
P-2	Skylark Road	Piedmont Road to MD 27	2	70'
P-3	Shiloh Church Rd.	West Old Baltimore Road to Comus Road	2	70'
P-5	Redgrave Place	Little Seneca Creek to A-260	2	70'
Rustic Roads				
R-1	Old Hundred Road (MD 109)	MD 355 to I-270	N/A	80'
R-3	Frederick Road (MD 355)	Hyattstown Bypass to County Line	N/A	80'
R-4	Hawkes Road	Ridge Road (MD 27) to Piedmont Road	N/A	70'
R-5	Piedmont Road ³	Stringtown Road to Hawkes Road	N/A	70'
R-6	Hyattstown Mill Road	Frederick Road (MD 355) to Park Boundary	N/A	60'
R-7	Stringtown Road	A-305 to Study Area Boundary	N/A	80'
E-1	West Old Baltimore Road	Clarksburg Road (MD 121) to Western Study Area Boundary	N/A	80'

¹ These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

² This minimum may be increased at time of subdivision on the basis of more detailed engineering studies.

³ Realignment of Piedmont Road is recommended to allow appropriate distance from A-305/Stringtown Road intersection.



envelope of individual interchanges recommended by this Plan. This design will provide for a balanced transportation facility which offers both automobile and transit as viable travel options. Additional transit or High Occupancy Vehicle (HOV) facilities on I-270 may be considered south of Comus Road. The Plan recognizes that the addition of travel lane capacity on I-270, beyond the recommended number of travel lanes, may seriously undercut transit demand between Frederick County and Montgomery County. Further, such a design may not meet auto emissions attainment standards mandated by the Clean Air Act of 1990 and thus may not qualify for federal project funding.

Currently, the Clarksburg area is served by interchanges with I-270 at MD 121 and MD 109 (Hyattstown). However, to support the levels of future development envisioned in the Study Area and preserve the character of MD 355, the Plan recognizes the need to identify additional interchange capacity along I-270. This Plan recommends the addition of one new interchange in the Study Area and recommends one interchange near Urbana in Frederick County. These recommendations are described below.

The Land Use Plan illustrates general designs for each of the recommended interchanges along I-270. While these designs are still at a preliminary stage, the environmental and traffic operations constraints require extensive analysis to determine the location and designs shown. The design will provide guidance to the Maryland State Highway Administration (SHA) in their design work for I-270. Each of these interchanges is discussed in greater detail below.

I-270 AT NEWCUT ROAD EXTENDED

This Plan recommends a new interchange with I-270 at Newcut Road Extended (A-302). This interchange, which would serve the southern portion of the Study Area in the vicinity of Comsat, is proposed to be located at I-270, approximately 800 feet north of West Old Baltimore Road.

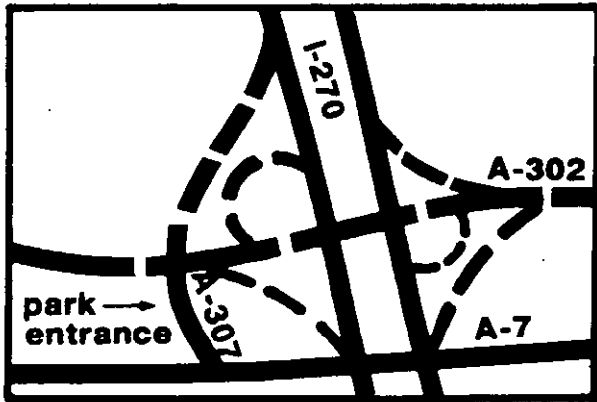
Figure 41 shows the new interchange to be designed as a full movement interchange and located to:

- Maintain the minimum interchange spacing standard of one mile from the MD 121 interchange. This Plan intends that this interchange will help improve access to Comsat (see A-19 discussion).
- Minimize wetland impacts on the west side of I-270.
- Maximize the distance between the end of the ramps and the Observation Drive (A-19)/Newcut Road intersection.
- Provide improved access from the north to Black Hill Regional Park.
- Minimize the amount of land needed from adjacent properties.
- Avoid negative impacts on Black Hill Regional Park.

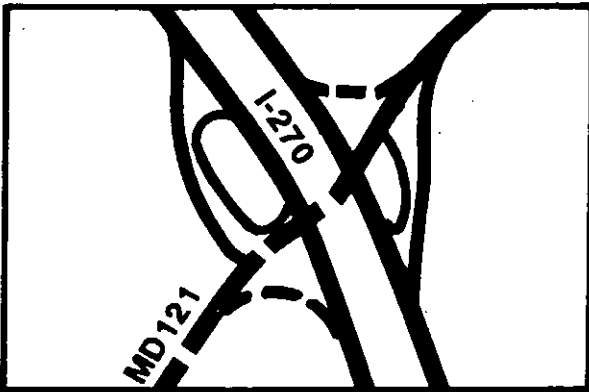
The design is conceptual and may change as a result of more design studies.

Proposed Interchange Design Concepts

Figure 41



Proposed Interchange -
I-270 at Newcut Road



Existing Interchange -
(with currently designed
modifications) - I-270 at MD 121

I-270 AT CLARKSBURG ROAD (MD 121)

This existing I-270/MD 121 interchange is currently programmed for ramp reconstruction as part of the widening and upgrading of I-270 to six lanes from Clarksburg Road (MD 121) to Darnestown-Germantown Road (MD 118). Construction of this project is anticipated to be completed by 1997. The Plan envisions that this interchange will serve central Clarksburg, including the Town Center area.

Figure 41 shows the existing interchange with currently designed modifications. This Plan recommends further improvements to the interchange to achieve the following goals:

- Provide improved access to the Town Center and Transit Corridor Districts.
- Encourage the relocation of the SHA salt and sand storage building to a less conspicuous location.
- Minimize the amount of land required and the associated impacts on adjacent properties.

I-270 AT OLD HUNDRED ROAD (MD 109)

This Plan recommends the closure of this interchange in conjunction with the opening of a proposed new interchange in the Urbana area of Frederick County (located at a westward extension of MD 75 to a connection with I-270 in the vicinity of Dr. Perry Road). Presently, MD 75 traffic uses MD 355 through Hyattstown to reach the I-270 interchange at MD 109. As development in the Green Valley/Urbana area continues, this traffic pressure will increase, necessitating the provision of additional capacity along MD 355. This increased capacity could entail the widening of MD 355, the provision of a bypass roadway around Hyattstown, or some combination of these two options. However, any potential capacity improvement would entail onerous community, historic preservation, and/or environmental impacts and thus would be highly undesirable (see Land Use Plan chapter). Further, the MD 109 interchange is of substandard design and any capacity improvements of this facility would be severely restricted by physical and environmental concerns.

The proposed interchange at MD 75 would allow traffic to access I-270 north of Hyattstown, reduce traffic pressure on MD 355, and avoid the negative impacts associated with providing for additional traffic capacity in the Hyattstown Historic District.

MIDCOUNTY HIGHWAY (M-83/A-305)

This Plan proposes two different classifications for Midcounty Highway as it traverses Clarksburg.

This Plan recommends the extension of M-83 as a six-lane divided limited

access highway from Germantown to MD 27. It recommends the extension of Midcounty Highway as a four-lane divided arterial roadway from Ridge Road (M-27) to Stringtown Road (A-260) within a 120-foot right-of-way. It recommends that the roadway transition to a two-lane arterial is within a 100-foot right-of-way between A-260 and Clarksburg Road, and is within an 80-foot right-of-way between Clarksburg Road and its termination at MD 355.

M-83/A-305 is designed to:

- Provide connections between Clarksburg, Germantown, and Gaithersburg.
- Provide traffic capacity parallel to I-270, A-19, and MD 355.
- Provide access to residential development in the eastern areas of Clarksburg, Germantown, and Gaithersburg.
- Provide a bypass of the office and industrial areas along I-270.

This Plan recommends that M-83 be constructed within a 150-foot right-of-way with a design which would allow for the construction of the outside lanes with a wide median for future widening. This design would set the outside edges of the roadway so that future widening could be achieved without additional impact to adjacent properties or the acquisition of additional right-of-way.

M-83 will be designed to mitigate its impact on Wildcat Branch in the Great Seneca Creek watershed and its tributaries. The need for M-83 will be reexamined in the context of the next update to the *Germantown Master Plan*.

RIDGE ROAD (MD 27)

Ridge Road (MD 27) is the major roadway connecting Damascus and Germantown. This two-lane roadway is also the eastern boundary of the Study Area for much of its length. Ridge Road (M-27) is currently designated as a major highway (four to six lanes).

The Adopted 1992 Damascus Master Plan Amendment recommends that MD 27 not be widened beyond two lanes through the Damascus Planning Area. This Plan supports that recommendation and continues Ridge Road as a two-lane arterial to Skylark Road. Development in Clarksburg will necessitate Ridge Road being widened south of Skylark Road as it traverses the Clarksburg Study Area.

FREDERICK ROAD (MD 355)

Frederick Road (MD 355) is a two-lane roadway that is the historical connection between Georgetown and the City of Frederick. The Adopted 1989 Germantown Master Plan Amendment established the current designation of MD 355 as a major highway throughout the Study Area.

The Plan recommendations for Frederick Road have been developed in response to the following concerns:

- The character of MD 355 (Frederick Road) between Germantown and Clarksburg Town Center should be compatible with existing and proposed residential uses.

This Plan recommends that the classification of MD 355 be changed from a major highway to an arterial to support the Plan's objective that the existing character of MD 355 be continued. The only section of MD 355 in Clarksburg which will continue as a major highway is south of Newcut Road.

- MD 355 should not be widened in the Clarksburg Historic District.

The section of MD 355 which runs through the Clarksburg Historic District has severe limitations on its ability to be widened. This Plan recommends that Frederick Road not be widened due to impacts on historic structures and the character of the Clarksburg Historic District. This Plan acknowledges that intersection improvements may be necessary. Such improvements should result in minimum impacts to contributing structures and the historic setting. To avoid widening the section of MD 355 through the historic district, this Plan recommends that MD 355 be relocated approximately 500' west of the district, beginning at Suncrest Avenue and running north to existing Frederick Road.

- MD 355 should not be widened in the Hyattstown Historic District.

Like the Clarksburg Historic District, the section of MD 355 that runs through the Hyattstown Historic District has severe limitations on its ability to be widened. This Plan recommends that MD 355 not be widened due to impacts on historic structures and the character of the district and proposes designating this portion of MD 355 as rustic. The current traffic congestion problems in the district are, for the most part, the result of traffic traveling through the area between I-270 and MD 75 via MD 109 and MD 355.

This Plan recommends that the I-270 interchange with MD 109 be closed and replaced with an interchange at MD 75 (extended) in Frederick County. If the MD 109 interchange is maintained or improved, then this Plan recommends that a bypass of the Hyattstown Historic District be provided. Frederick Road should become a secondary residential street through the Hyattstown Historic District if the bypass is constructed. The bypass recommended by this Plan extends MD 109 from its intersection with MD 355 eastward and then northward to intersect with MD 355 north of the County line. The northern end of MD 355 will be a "T" intersection with MD 109 as the primary movement. This alignment:

- Minimizes the traffic volumes along Frederick Road.
- Limits the need for traffic improvements along MD 355 to the intersections with MD 109 and the bridge over Little Bennett Creek.

- Utilizes the least problematic alignment with regards to environmental impacts and road construction.

A-19 (OBSERVATION DRIVE EXTENDED)

This Plan recommends the construction of Observation Drive Extended (A-19) as a four-lane divided arterial with a 150-foot right-of-way. This roadway is an extremely important element of the *Clarksburg Master Plan* for several reasons:

- It will one day connect with Observation Drive in Germantown, thereby offering an alternative route to MD 355.
- The road is proposed to be wide enough to accommodate a separate bus lane or light rail.
- The road will help provide additional access to the Study Area's major employment areas.

The Master Plan proposed alignment for Observation Drive is shown on Figure 40.

The spacing between A-19 and I-270 along Newcut Road is limited to about 900 feet due to the location of the Comsat satellite groundstation and a branch of Little Seneca Creek. This may result in inadequate weaving distance for northbound traffic exiting I-270 onto Newcut Road and then turning left onto A-19. Much of the traffic making this movement would be bound for the Comsat property. If weaving distance between A-19 and I-270 along Newcut Road is determined to be inadequate, alternative actions may be necessary as determined by the Maryland State Highway Administration. These alternative actions should provide direct access to the Comsat property while considering the safety and efficient movement of traffic along A-19.

This Plan recommends that the intersection spacing standards in the current road code for an arterial roadway be modified for A-19. The general intent is to alternate intersections which cross the transitway with those that do not cross (right-in, right-out). This will allow for transit serviceable land uses while minimizing the number of intersections that would require traffic signals.

MD 121 - CLARKSBURG ROAD (A-27)

Clarksburg Road (MD 121) traverses the Study Area in an east-west direction. The land use pattern proposed along MD 121 ranges from rural and open space west of I-270 to retail and higher-density housing between MD 121 and I-270. The character of MD 121 will change as it serves different levels of development. West of I-270, this Plan recommends that MD 121 be classified as an arterial roadway (A-27, two lanes) rather than a major highway between MD 117 and A-302. Between A-302 and A-304, this Plan recommends a four-lane divided arterial roadway. Between A-304 and I-270, this Plan recommends a six-lane divided arterial roadway. Currently, this section is classified as a major highway. This Plan recommends that the portion of MD 121 that is within a one-half

mile of I-270 be relocated due to the reconfiguration of the I-270/MD 121 interchange. Due to this reconfiguration, the western section of Clarksburg Road will directly connect with the extension of Stringtown Road, which is also designated as an arterial road (A-260).

The section of Clarksburg Road between I-270 and A-19 is recommended for realignment and will provide for a right-in, right-out intersection at A-260. Gateway Center Drive presently crosses the alignment of Stringtown Road Extended and connects with Clarksburg Road. Gateway Center Drive (A-300) remains in its existing configuration, but the turning movements at its intersection with A-260 (Relocated Clarksburg Road) may need to be restricted because of its proximity to the I-270 interchange. These restrictions may be required to reduce the negative traffic impacts of a full movement intersection located at a substandard distance from the MD 121/I-270 interchange.

STRINGTOWN ROAD (A-260)

This Plan recommends that Stringtown Road be constructed as a four-lane divided arterial roadway between I-270 and A-305. This Plan recommends that the 1968 Clarksburg and Vicinity Master Plan alignment of Stringtown Road be modified between MD 355 and Piedmont Road. The recommended alignment follows the existing road in order to utilize the existing crossing point of Little Seneca Creek and avoid two tributaries to the north of this crossing. The existing crossing will need to be widened to accommodate two additional lanes. When widened, this crossing is recommended to include areas for bike paths along Stringtown Road and for the Little Seneca Creek greenway, which will cross under Stringtown Road.

SHAWNEE LANE (A-301)

This Plan recommends that Shawnee Lane be reconstructed as a four-lane divided arterial roadway between Gateway Center Drive and MD 355.

GATEWAY CENTER DRIVE (A-300)

Gateway Center Drive is the main street for Gateway I-270, a major employment center located in the Transit Corridor District of the Study Area in the vicinity of the MD 121 interchange. This Plan recommends Gateway Center Drive to be classified as a four-lane divided arterial roadway within a variable 80- to 120-foot right-of-way.

NEWCUT ROAD EXTENDED (A-302)

Existing Newcut Road is a two-lane road that connects Piedmont Road to MD 355. This Plan recommends that Newcut Road be relocated adjacent to the stream buffer of Little Seneca Creek and extended to the east to connect with MD 27 and to the west to cross I-270 (with an interchange) and connect with

MD 121. (See discussion of Newcut Road Interchange in this chapter.) The Plan also recommends Newcut Road Extended be classified as a four-lane divided arterial highway between MD 121 and A-305 and as a two-lane arterial from A-305 to MD 27.

Within the Newcut Road Neighborhood, the character of Newcut Road Extended is intended to be conducive to pedestrian crossings and provide access to the residential and retail areas in the village. To do so, the road should be narrow with frequent intersections, sidewalks, and retail and office uses located close to the street.

The existing intersection of Newcut Road with MD 355 is recommended for abandonment with property access provided from the northeast by Newcut Road Extended. In addition, other areas along the existing portions of Newcut Road will require modification in order to access the relocated road. In the vicinity of the relocated roadway's intersection with Skylark Road, the alignment is recommended to be located to provide an area of 20 usable acres between Newcut and Skylark Roads and Ovid Hazen Wells Recreational Park for a middle school site.

The Newcut Road Extended crossing of Little Seneca Creek occurs in a highly sensitive area of wetlands. Careful siting of this crossing is necessary to assure that the environmental impacts and need for potential mitigation are minimized.

A-304

This Plan recommends a four-lane arterial road parallel to I-270 to serve the Cabin Branch Neighborhood. The location of this road is shown on the approximate location of the ridge line between Cabin Branch and an unnamed tributary of Little Seneca Creek. This roadway serves as a boundary between residential and employment areas within the Cabin Branch Neighborhood. In order to provide access to Site 30 and employment uses in the vicinity of the northwest quadrant of the MD 121/I-270 interchange, this Plan recommends the reservation of a 120-foot right-of-way to allow for the construction of a four-lane divided arterial roadway north of MD 121. Given that this alignment crosses through large parcels, this Plan recommends that the specific alignment of the road be developed when these properties develop, whether together or individually. This will allow the road to serve the properties in the most effective manner. Modification of the road alignment is not intended to imply or endorse a change in the actual zoning boundary.

FOREMAN BOULEVARD (A-306)

This Plan recommends the construction of Foreman Boulevard (A-306) as a two-lane arterial roadway within an 80-foot right-of-way between MD 355 and A-305. This roadway traverses land recommended for residential development and will provide access to the recommended local park adjacent to the Little Seneca Creek Greenway.

WEST OLD BALTIMORE ROAD (A-7 AND E-1)

West Old Baltimore Road is a historical connection between this part of Montgomery County and the City of Baltimore. Currently, the road is in a wide variety of conditions. East of I-270, West Old Baltimore Road is typical of streets in the Up-County area where residences front on two-lane roads. Approaching I-270, the surrounding area is dominated by agricultural land and the satellite ground stations on the Comsat property. On the west side of I-270, the road serves as access to Black Hill Regional Park, farms, and scattered houses. As West Old Baltimore Road approaches MD 121, the condition of the road becomes more rustic, going from a standard two-lane cross-section with adequate clearance along the side of the road to a substandard width with trees and brush directly adjacent to the road.

This Plan recognizes and continues the rural character of West Old Baltimore Road in those areas where the Plan's recommended land uses for agricultural and open space preservation support the recommended character of the road. (See Rustic Road Recommendations.)

This Plan recommends that West Old Baltimore Road between Ten Mile Creek and Little Seneca Creek contain a hiking/biking path to connect the greenways.

REDGRAVE PLACE (P-5)

This Plan recommends that Redgrave Place be classified as a two-lane business district street within a 70-foot right-of-way to the tributary of Little Seneca Creek. North of that point, this Plan recommends that the roadway be classified as a primary residential street.

This Plan recommends that Redgrave Place serve as a pedestrian and vehicular linkage between the eastern area of the Town Center and the Town Center transit station. To do so, an extension of Redgrave Place to the east is recommended. This recommendation would require the relocation of a structure within the historic district. Redgrave Place is intended to connect the Town Center transit station to the greenway.

At the intersection of Redgrave Place with MD 355 (B-1), both roads should maintain a two-lane cross-section without turning lanes and include sidewalks on both sides of the (70-foot right-of-way) street. The design and construction of sidewalks along Redgrave Place should protect the existing chestnut tree to the maximum extent possible. While this may create a substandard design for the intersection, this serves to protect the traditional character of the district and accommodate pedestrian crossings.

Right-of-Way Recommendations

This Plan recommends increases in the minimum right-of-way width of major highways and arterial roads to permit adequate space for continuous turn lanes, additional buffer/landscape space, and medians, as well as the typical street, sidewalk, and bikepath requirements. Attainment of the full recommended right-of-way in developed areas may not be feasible in all locations or cases. In the absence of detailed engineering studies, dedication of the minimum right-of-way will be required at the time of subdivision.

Major highways have been increased from a master planned right-of-way of 120 feet to 150 feet, with an increase from 80 feet to 120 feet for divided arterials to provide for separated bikeways.

This Plan recommends that the right-of-way of an arterial road or major highway be widened at intersections with other arterial roads and/or major highways. This increased width will provide space for an additional left-turn lane and a right-turn lane on the approach side of the intersection, as well as an adjustment area on the departure side. The amount of additional right-of-way on the approach side is 24 feet wide for 500 feet from the intersection with a 400-foot taper. The departure side is 12 feet wide for 200 feet with a 180-foot taper. Both a divided arterial and a major highway with a 30-foot median can accommodate two left-turn lanes; only 12 feet of additional right-of-way is needed in those cases. An undivided arterial road needs an additional 8 feet of width to provide a median at the intersection for pedestrian and vehicular safety.

In the case of the transitway designation, the rights-of-way are increased 50 feet over that which would otherwise be required for the roadway right-of-way. The location or alignment of the additional 50 feet is on one side or the other of the existing right-of-way, or equivalently split off the center line.

Recommended Rustic Road Designations

Montgomery County has enacted a Rustic Roads Program to preserve those historic and scenic roadways that reflect the agricultural character and rural origins of the County. The legislation creating the Rustic Roads Program (adopted in March, 1993) defines two categories of rustic roads; the criteria for classification is summarized in Table 8.

The legislation includes an Interim List of Rustic Roads; this list has been evaluated in the context of the land use and transportation recommendations of this Plan. Table 9 and the accompanying map (see Figure 42, page 128) summarize this Plan's recommendations regarding rustic and exceptional rustic roads. A more detailed discussion of the rustic and exceptional rustic road recommendations of this Plan is presented in the Technical Appendix.

Summary of Characteristics Associated with Rustic and Exceptional Rustic Roads

Table 8

Criteria for Rustic Road

The County Council must make a finding that an existing public road or road segment:

1. Is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character.
2. Is a narrow road intended for predominantly local use.
3. Is a low-volume road.
4. Has outstanding natural features along its borders, provides outstanding vistas of farm fields and rural landscape or buildings, provides access to historic resources, follows historic alignments, or highlights historic landscapes.
5. The history of vehicle and pedestrian accidents on the road in its current configuration does not suggest unsafe conditions.

The County Council must not classify a road as rustic if that classification will significantly impair the function or safety of the roadway network.

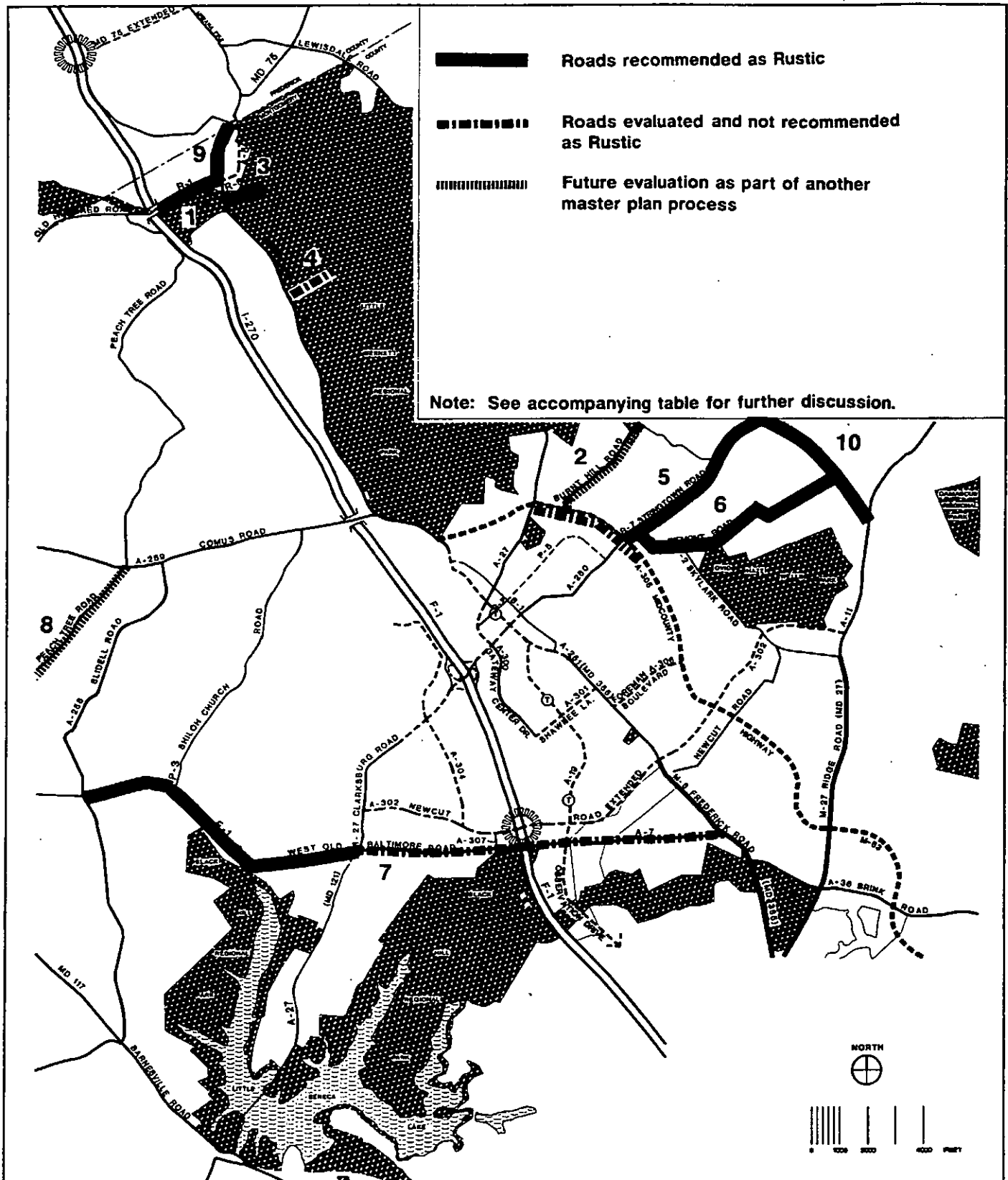
Criteria for Exceptional Rustic Road

Before classifying a road as an exceptional rustic road, the County Council must find that the road or road segment:

1. Is a rustic road.
2. Contributes significantly to the natural, agricultural, or historic characteristic of the County.
3. Has unusual features found on few other roads in the County.
4. Would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the Rustic Roads Program.

Rustic Road Recommendations

Figure 42



Clarksburg Master Plan Rustic Roads Recommendations

Table 9

Roadway Name	Limits	Recommendation	Comments
<i>Roads on the Interim List and Present Designation</i>			
1. Old Hundred Road (MD 109) Rustic	I-270 to MD 355	Confirm Rustic designation	Plan does not propose any improvements to this interchange and supports its closure if future interchange opens to the north.
2. Burnt Hill Road Rustic	Connects to MD 121 at Study Area boundary	No change in designation; to be studied as part of Master Plan of Highways Amendment	Plan recommends realignment at connection to A-305.
3. Hyattstown Mill Road Exceptional Rustic	Connects to MD 355 in Study Area	Rustic—only the public segment	These roads were abandoned except for the first portion of Hyattstown Mill Road (that part of the road that serves adjacent private property) at the request of M-NCPPC. Roads have been closed at the stream crossings by the Parks Department. Because they are park roads, they are exempt from usual roadway standards and development activity.
4. Prescott Road Exceptional Rustic	Connects to MD 355 in Study Area	Remove designation—park road	
5. Stringtown Road Rustic	Area outside Clarksburg Master Plan Study Area	To be studied as part of the Master Plan of Highways Amendment	Piedmont Road intersection recommended for reconstruction.
6. Piedmont Road Rustic	MD 121 to Stringtown Road	Remove designation where concurrent with A-305 alignment	Needed for network.
	Stringtown Road to Hawkes Road	Confirm Rustic designation	Realignment at Stringtown Road recommended; adjacent land is recommended for 2-4 units per acre or for RC zoning; makes a system with Hawkes Road and Stringtown Road.

Clarksburg Master Plan Rustic Roads Recommendations (cont.)

Table 9

Roadway Name	Limits	Recommendation	Comments
7. West Old Baltimore Road Exceptional Rustic	MD 355 to MD 121 MD 121-Barnesville Road	Remove designation Exceptional Rustic	Needed for network.
8. Peach Tree Road Rustic	Entire length—a part of which is within Clarksburg	To be determined by the <i>Master Plan of Highways Amendment</i>	Area is recommended to become Agricultural Reserve.
<i>Roads Not on the Interim List but Recommended by this Plan as Rustic</i>			
9. Frederick Road (MD 355)	Between the recommended bypass intersections with MD 355	Rustic	Traverses the historic district; a new road is recommended to carry through traffic to the east. Although the Planning Board and County Council do have concerns about designating a portion of MD 355 as rustic, the designation will make a clear policy statement that MD 355 at this location is a "main street."
10. Hawkes Road (recommended for area outside Study Area)	Within the Master Plan area	Rustic	Adjacent area is private conservation or is recommended for Rural Residential.



Bikeway Plan

The Bikeway Plan is supportive of the Plan objectives regarding greenways, transit, and the neighborhood form of development. The bikeway network is intended to provide safe, convenient bikeways that can be used by both children and adults, and not just highly experienced cyclists. The bikeway routes shown in Figure 43 are described in Table 10.

Plan Objectives:

- **Provide a logical relation to the County-wide Master Plan of Bikeways and local Master Plans (Boys, Germantown, and Damascus).**

The Master Plan of Bikeways is very sketchy in its recommendations for this part of the County but clearly envisions that Clarksburg be linked to Damascus and Germantown in some fashion. The proposed Bikeway Plan for Clarksburg further defines these connections and also provides linkages to other regional trails, such as the Boys Biking Trail.

- **Integrate the bikeway system with greenways.**

Whenever possible, bike trails have been located within the proposed greenway system. Topographic constraints have made it necessary in the Ten Mile Creek greenway to locate the bikeway on a nearby road (Shiloh Church Road) rather than in the stream valley itself.

- **Emphasize bikeway access from neighborhoods to shopping and employment areas as well as to key community facilities.**

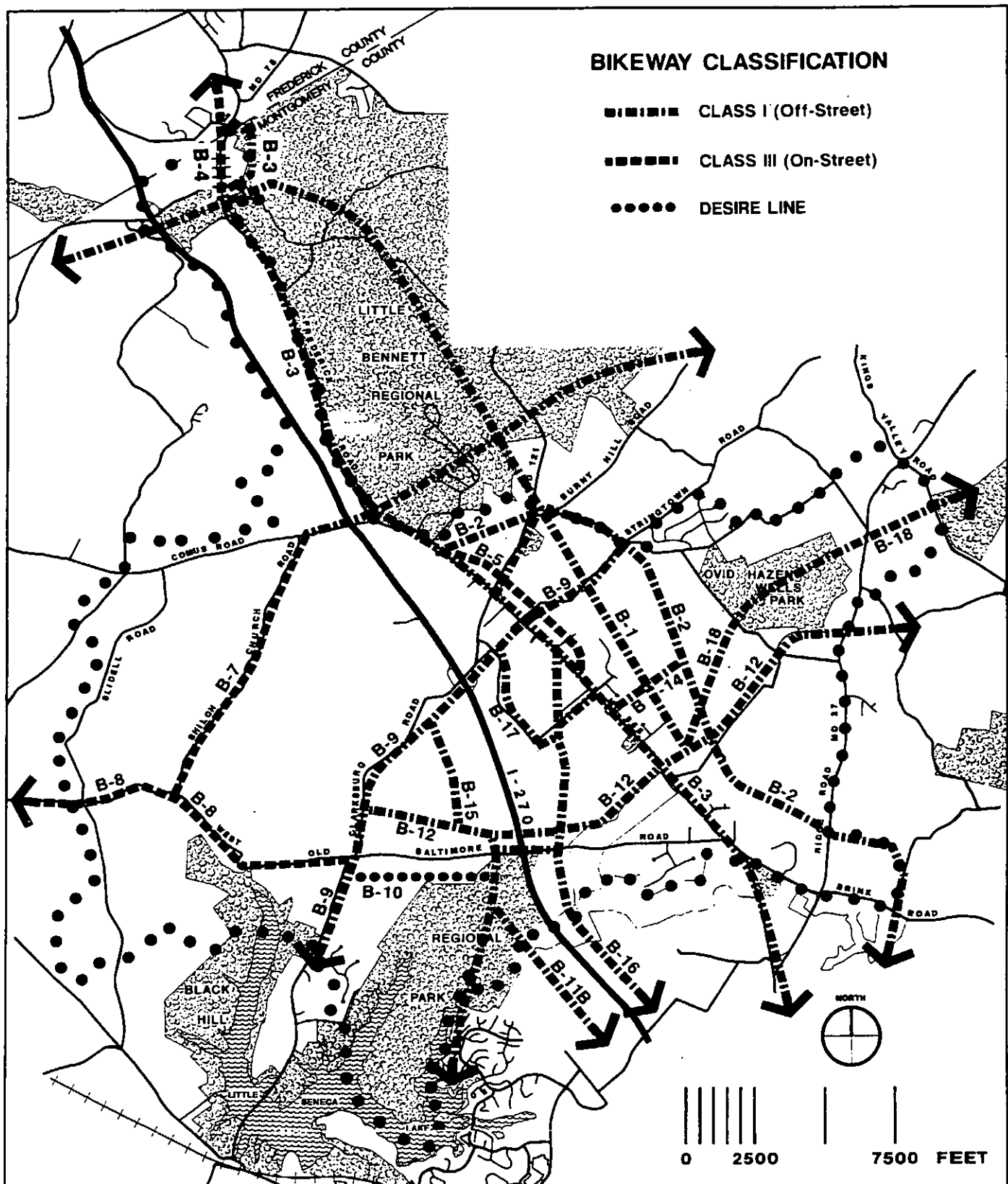
The proposed bikeway system will allow residents to travel between a variety of local destinations, including home, school, transit stations, library, shops, and parks. The bikeway system does envision a finer network of routes not shown on the concept plan; these bikeways will be located at the time of subdivision and site plan review. One example is a proposed bikeway connection between MD 121 and Black Hill Regional Park west of I-270. This connection is a "desire line" which will be further defined at time of subdivision. Special consideration has been given to ensure that bikeways leading to schools are highly visible.

- **Emphasize bike paths which are separated from streets and roads.**

The recommended rights-of-way for arterial roads and highways in Clarksburg are intended to be wide enough to allow space for separate bike lanes. On existing roads with vegetation up against the edges, special consideration will need to be given to placing the bike path so that the character of the road is maintained (for example, preserving the vegetation and placing the path behind it).

Bikeway Plan

Figure 43



Bikeway Classifications

Table 10

Bikeway Designation	Name	Limits	Class Type
B-1	North-South Greenway	Newcut Road Relocated to Little Bennett Regional Park with connection to Sugarloaf and Frederick County.	I
B-2	Midcounty Highway	Southern Study Area boundary to I-270.	I
B-3	Frederick Road	Southern Study Area boundary to Frederick County Line including Hyattstown Bypass.	I
B-4	Old Frederick Road in Hyattstown	Hyattstown Bypass to Frederick County line.	III
B-5	Old Frederick Road in Clarksburg Town Center	Frederick Road to Observation Drive.	III
B-6	East-West Greenway through Little Bennett Regional Park	Shiloh Church to Little Bennett Regional Park with connection to Damascus.	I
B-7	Shiloh Church Road	West Old Baltimore Road to Comus Road	III
B-8	West Old Baltimore Road	Clarksburg Road to western Study Area boundary.	III
B-9	Clarksburg Road and Stringtown Road	Southern Study Area boundary to Midcounty Highway.	I
B-10	Proposed Bikeway (implemented through subdivision review process)	Clarksburg Road to Black Hill Regional Park.	I
B-11A	Black Hill Regional Bikeway (west leg)	Newcut Road Relocated to South Germantown Recreational Park.	I
B-11B	Black Hill Regional Bikeway (east leg)	Black Hill Regional Bikeway (west leg) to Crystal Rock Drive.	I
B-12	Newcut Road Relocated	Clarksburg Road to Ridge Road.	I
B-19	Clarksburg Road (east)	Observation Drive to Midcounty Highway.	I

Bikeway Classifications (cont.)*Table 10*

Bikeway Designation	Name	Limits	Class Type
B-13	West Old Baltimore Road	Black Hill Regional Bikeway (west leg) to Observation Drive.	I
B-14	Foreman Boulevard	Clarksburg Road to Midcounty Highway, includes bikeway grade separation on I-270.	I
B-15	Newcut Village Drive	Newcut Road Relocated to Clarksburg Road.	I
B-16	Observation Drive	Southern Study Area boundary to Midcounty Highway.	I
B-17	Gateway Center Drive	Stringtown Road to Shawnee Lane Relocated.	I
B-18	East-West Greenway through Ovid Hazen Wells Park	Newcut Road Relocated to Ovid Hazen Wells Park with connection to Damascus.	I



- **Implement the bikeway system as development occurs.**

The County Road Code requires that these facilities be built in conjunction with new road construction, unless the particular bikeway is shown to be unwarranted or infeasible. Although the County Department of Transportation and the Department of Parks have independent budgets for bicycle and pedestrian facilities, their funds are limited and there are no independent projects programmed in the Study Area. Bikeways and pathways will be required in the subdivision review process as a condition of approval by the Planning Board. These are designed during the site plan development process and should be coordinated with road-related bikeways to enhance development of a continuous network. In this regard, special attention should be given to the site plans for the major parcels in the Study Area to assure integration into the areawide greenways and trail network.

The County should also consider further development of the area bikeway system through the implementation of trails along the transitways as they are developed, similar to the proposal for the Georgetown Branch right-of-way. This has the additional benefit of providing a pedestrian access along the transitway that connects directly from neighborhoods to the transit stations.

Bikeways should also be provided on a number of local streets and particularly those providing access to transit, retail centers, and employment. These routes can be identified during the subdivision and site plan processes.

Environmental Plan

Overview

Clarksburg is endowed with many special environmental features, including a healthy stream network, extensive tree coverage, valuable habitats for flora and fauna, and a varied topography. Little Seneca Lake, a man-made reservoir, is the focal point of the 1,800-acre Black Hill Regional Park.

The various watersheds that are found in Clarksburg are shown in Figure 44.

Environmental concerns for the outlying areas of Clarksburg, as well as other planning concerns, have resulted in a low-density land use pattern for Little Bennett Creek (except for a small portion south of A-305 and located within Town Center) and Wildcat Branch watersheds. These watersheds are considered to be most susceptible to adverse development effects, and a low density land use pattern is the most effective strategy for protecting environmental resources from urbanization.

The Cabin Branch watershed, a smaller and less fragile watershed, is designated as a future mixed-use neighborhood.

The land use proposals elsewhere in the Study Area reflect a difficult balancing of community development objectives with environmental preservation concerns. The Little Seneca Creek and Ten Mile Creek each have valuable natural resources that can be disrupted by urbanization. The Plan intent to foster

compact, transit- and pedestrian-oriented neighborhoods and to encourage the creation of a Town Center near the historic district means development will occur in a large portion of the Little Seneca Creek watershed east of I-270. In these areas, the Plan relies on many mitigation strategies to help protect key natural features, including:

- Proposing a forested conservation area along all streams (identified in Master Plan environmental studies as a critical component of maintaining water quality).
- Proposing that all the key development areas be subject to more rigorous development review procedures.
- Proposing that the mainstems of all the streams be acquired by the public (M-NCPPC) as part of a greenway network and, where possible, the first and second order tributaries.
- Proposing extraordinary mitigation for land uses which involve extensive impervious surfaces near sensitive headwater areas.

Environmental studies for the Plan indicate that the Ten Mile Creek watershed has the greatest constraints for development. Existing sampling data, aquatic biota surveys, and field observations indicate that Ten Mile Creek has good water quality that supports a diverse environmental community. The combination of relatively healthy streams, existing wetlands, significant woodlands, and diverse land cover help provide valuable habitats. At the same time, steep slopes and poor soils limit opportunities for development. Of the Little Seneca sub-basins, Ten Mile Creek is the most prone to environmental degradation from development.

As discussed in the Land Use Plan chapter, many different public policy objectives have influenced the land use pattern in the Ten Mile Creek area, including environmental concerns, farmland preservation, the creation of a Town Center near the historic district, maintaining future employment sites along I-270, and addressing the County's housing demand for single-family detached units. This Plan seeks to achieve a compromise among these different policy issues. The west side of Ten Mile Creek, designated for farmland preservation, will maintain 64 percent of the drainage area as low density. Elsewhere in the drainage area, this Plan relies on imperviousness caps, extensive stream buffers, and staging to help mitigate the effects of development.

In keeping with the 1992 Maryland Planning Act, most of the planned growth for Clarksburg has been directed to an existing population center which allows the preservation of large contiguous tracts of open space and fosters the use of mass transit. This strategy allows development to be channelled away from Sensitive Areas as defined by the Maryland Planning Act. This Plan recommends clustering development away from these sensitive features and also proposes that some areas of development address stringent environmental objectives.

Watershed Analysis

The Clarksburg Study Area lies largely within two watersheds: Little Seneca Creek and Little Bennett Creek (see Figure 44, page 140).

The Hyattstown Special Study Area is the largest portion of Clarksburg which falls within the Little Bennett Creek watershed. Small portions of the Ten Mile Creek and Town Center Analysis Areas also drain to Little Bennett Creek. Streams in the Little Bennett Creek watershed east of MD 355 are designated by the Maryland Department of the Environment as natural trout waters (Use III-P), demonstrating a capability for the growth and propagation of natural trout populations and their associated food organisms. This designation has more stringent dissolved oxygen, chlorine, and temperature standards than most other waters in the Study Area. Wildcat Branch, at the southeast edge of the Study Area, is also designated as Use III-P.

The majority of the Clarksburg area is in the Little Seneca Creek watershed. A key feature of the watershed is Little Seneca Lake, a major reservoir which provides additional flow to the Potomac River during periods of drought. This function is critical since the metropolitan area's water supply is heavily dependent on the Potomac River. Approximately 8,700 acres in Clarksburg drain to the lake.

The Little Seneca Creek watershed in Clarksburg includes three sub-watersheds or sub-basins. The largest is Little Seneca Creek, followed by the Ten Mile Creek and Cabin Branch.

Many studies relating to the Little Seneca Creek watershed were done as part of this planning process (see Technical Appendix). The key findings regarding the character of the watershed are summarized below:

- **Modelling results indicate that state water quality standards are generally achievable under the proposed end-state Land Use Plan.**

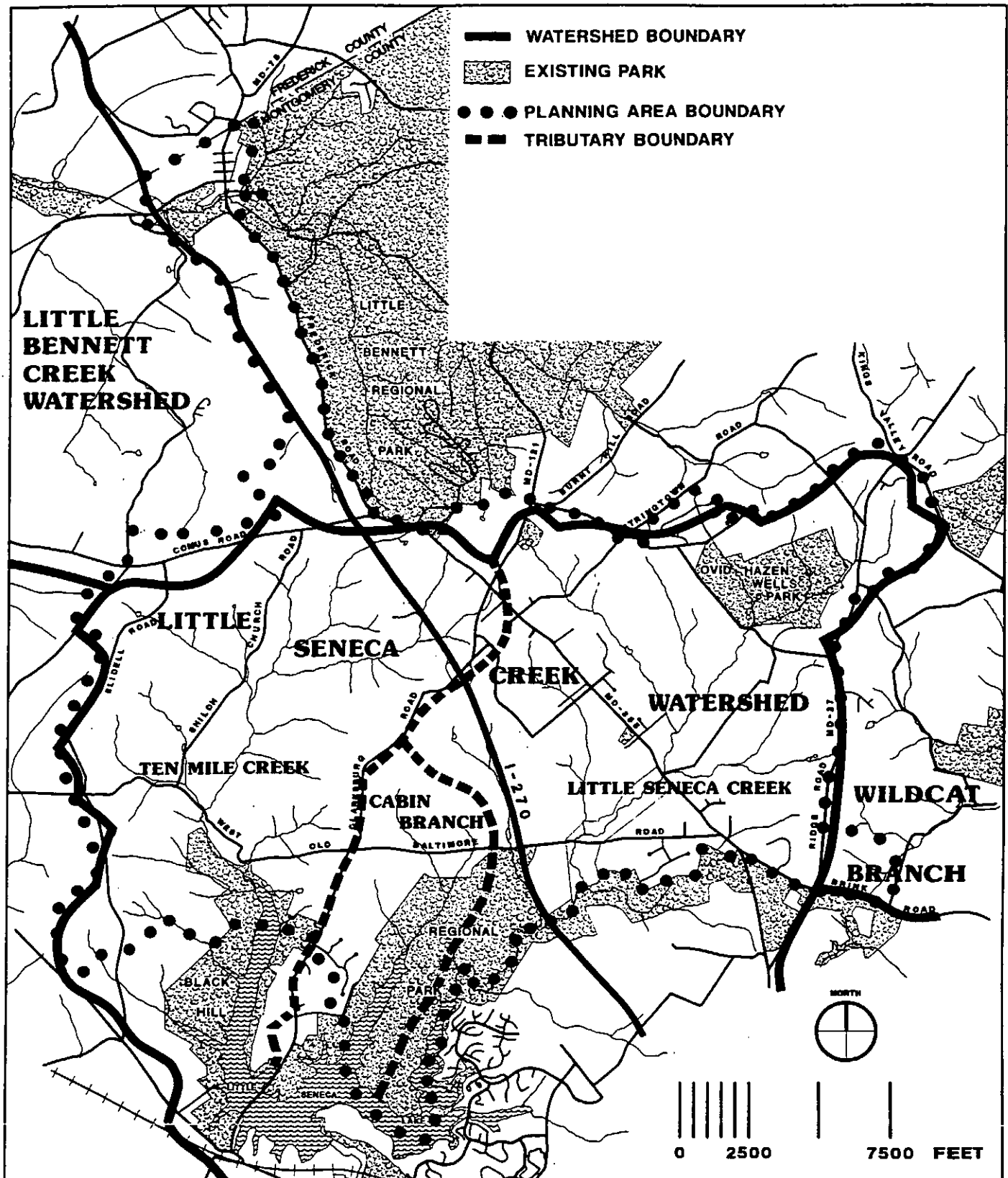
A water resources consultant was retained early in the planning process to evaluate different land use scenarios. One alternative examined development levels which approximated those shown in this Plan.

The study concluded, broadly speaking, with few exceptions, that state water quality standards for dissolved oxygen and temperature probably could be achieved.

A key assumption of this study's water quality projections was that a continuously forested buffer along all the stream valleys would be provided. This is a critical assumption since only a portion (approximately 60-65 percent) of the total stream buffer area is now wooded, with a disproportionate amount of open stream valley in the Little Seneca Creek watershed due to agriculture. Forested stream buffers are part of an effective mitigation strategy, especially in temperature sensitive watersheds since they shade streams as well as filter runoff and provide plant and animal habitat.

Watersheds

Figure 44



Although the findings about state water quality standards are encouraging, the results of the model must be used in a cautious manner. Some similarly developed areas in other parts of the County have shown stream degradation and temperature increases. Many simplifying assumptions were needed to complete the modeling work because of the limited amount of raw data for model verification and calibration. The study is intended to compare relative impacts of alternative land use scenarios and evaluate potential mitigation measures, not predict absolute values for pollutant loads.

- **The water quality of the streams in the Clarksburg Study Area is good to excellent.**

Little Seneca Creek is designated as suitable for recreational trout populations (put-and-take, or periodic stocking and seasonal catching) by the Maryland Department of the Environment (Use IV-P) with associated standards for temperature and chlorine. Water temperature must remain cool to keep this designation. Ten Mile Creek, Cabin Branch and Little Bennett Creek below MD 355 are designated as Use I-P, which is suitable for general recreation and protection of aquatic life. (See Stream Designation Listing of Montgomery County Streams in the Technical Appendix.) The "P" designation indicates that these streams, like many in the County, ultimately drain to a source of the public raw water supply (in this case, the Potomac River).

A year long field sampling and laboratory assessment of benthic macroinvertebrates was completed in December 1993. The study uses the EPA Rapid Bioassessment Protocol II to establish baseline information on biotic conditions as indicators of water quality. Preliminary results for Ten Mile Creek and Little Seneca Creek show that they continue to support a wide variety of aquatic life. There is no evidence of long-term damage from temperature impacts. The results confirm that the tributaries are functioning as healthy cool water streams. Ten Mile Creek was found to have slightly more diverse and pollution-sensitive macroinvertebrates than Little Seneca Creek.

- **The relatively high water quality of the stream systems and Little Seneca Lake is in part directly related to the existing wetland systems.**

The relatively high water quality of the stream systems in the Study Area and the Little Seneca Lake are related in part to the existing wetland systems. Wetlands greatly enhance the water quality by trapping sediments and filtering excess nutrients. In addition, they also support diverse wildlife species, maintain cool base flows for fragile streams in summer, and provide floodwater storage. The protection and improvement of wetland systems in Clarksburg are critical elements in ensuring that the overall quality of the water resources in this Study Area is maintained.

- All the Master Plan's environmental studies agree that Ten Mile Creek exhibits characteristics that make it most prone to environmental degradation from development.

In addition to the consultant studies, the Montgomery County Department of Parks produced its own assessment of the quality of natural resources in the Little Seneca Lake sub-watershed, based on existing data and some field work. The study found that the three sub-watersheds have markedly different characteristics in terms of tree cover, steep slopes, and habitat for birds and aquatic life. Overall, Ten Mile Creek was ranked as the most important watershed because it had the best or most extensive natural resources and the highest potential for undesirable development effects. Little Seneca Creek was ranked slightly behind Ten Mile Creek, and Cabin Branch was ranked third. This data reinforces the consultant study findings that this area is sensitive to degradation.

- Certain environmental features in this Study Area pose development constraints.

The map shown as Figure 45 ranks environmental constraints such as steep slopes, floodplains, and poor soils in terms of their effect on development potential.

The greatest constraints are in the stream valleys. The least constrained areas are located east of I-270. The Study Area west of I-270 with the exception of the Cabin Branch Neighborhood, displays a pattern of moderate to severe constraints. The Hyattstown Special Study Area is also highly constrained.

The sensitive areas required to be protected under the 1992 Maryland Planning Act (streams and their buffers, floodplains, steep slopes, and known habitats of threatened or endangered species or species in need of conservation) are included in the areas shown in Figure 46.

Plan Recommendations Relating to Watershed and Sensitive Areas Protection

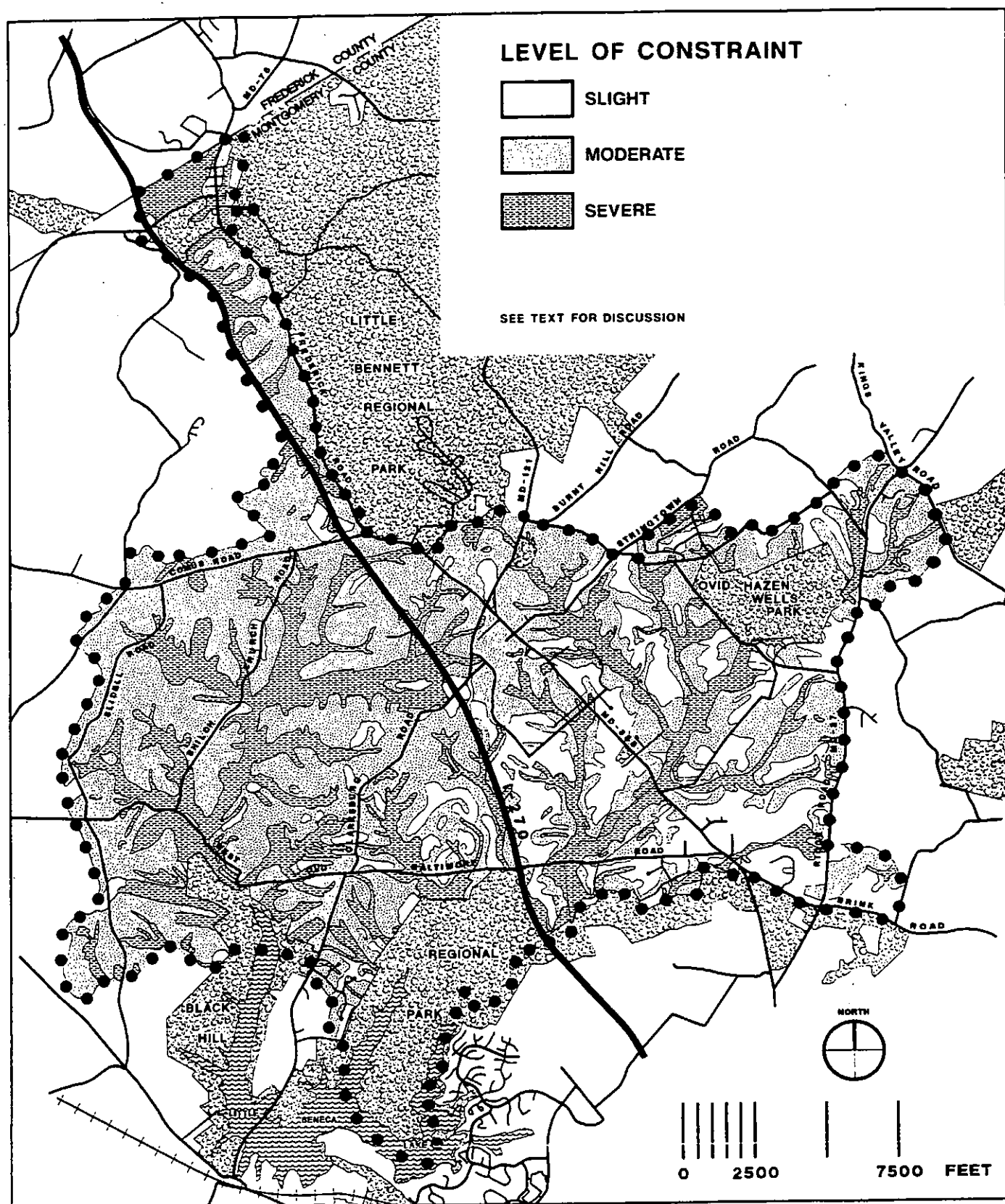
To protect and enhance the Little Seneca Lake watershed and its sensitive environmental areas, this Plan:

- Considers the special qualities of Ten Mile Creek Area.

About 64 percent of the Ten Mile Creek watershed is designated for farmland preservation or rural uses. This recommendation supports the environmental objectives which emphasize that low-density land use patterns and appropriate Best Management Practices (BMPs) are the most effective strategies for maintaining water quality. Elsewhere in the watershed, the

Environmental Synthesis

Figure 45



land use plan objectives make environmental mitigation the main focus. The following mitigation strategies are recommended in these areas:

1. In the Town Center District, residential densities beyond transit stop walking distances are lowered, and a limit is imposed on employment uses.
 2. West of I-270, a 15 percent imperviousness cap and a square footage cap are placed on employment uses.
 3. Extensive green space beyond standard stream buffers is recommended for the area bounded by Ten Mile Creek and MD 121 where substantial development is proposed. This expanded green space, as shown in the Land Use Plan, will become part of the undisturbed stream buffer and should be afforested/reforested by the developers during the subdivision process, if not earlier.
 4. Public parkland dedication will be required for the Ten Mile Creek mainstem stream buffers and possibly for buffers for the first and second order tributaries.
 5. Public uses on Site 30 are limited to a size and intensity similar to the County detention center now under consideration. Site 30 will be subject to the same environmental requirements and constraints as comparable development west of I-270 in Ten Mile Creek, including the employment limits and imperviousness cap mentioned above.
- **Designates a forested buffer along all streams.**

All development in the County is required to protect stream buffers along perennial and intermittent streams as part of the Planning Board approval of subdivisions. The Plan endorses public acquisition of key stream valleys along their mainstems. In Clarksburg, it is essential that these buffers be forested for the environmental reasons described earlier. The Master Plan strongly encourages landowners to allow stream buffer areas within 175 feet of the stream to remain undisturbed and to permit trees to regenerate if the area is not presently wooded.

- **Protects environmentally sensitive areas such as mature hardwood forests, wetlands, areas of unique vegetation, and prime wildlife habitat.**

Trees in the natural landscape filter groundwater, reduce surface runoff, help alleviate flooding, and supply necessary habitat for wildlife. Trees improve the quality of life within communities by providing for recreation, aesthetics, climate control, and beautification. They can reduce the cost of home cooling and heating, and also protect a temperature sensitive ecosystem by shading. The Master Plan's environmental analysis underscores the importance of tree cover to water quality in the form of continuous forested buffers along stream valleys. The Master Plan responds to the importance of

preserving large contiguous areas of trees by keeping the most heavily wooded areas, which are west of I-270, in low density rural and agricultural uses.

Recently adopted state and County legislation require that forest and tree conservation be a part of future development projects in the County and Clarksburg. Forest conservation measures include avoiding tree clearing, minimizing the amount of trees lost, and replacing trees that are unavoidably cleared. A major goal of the forest conservation program is to ensure that tree saving and tree planting (reforestation and afforestation) occur in priority areas on the developing properties. When this is not possible, the required planting can be done off-site within the same watershed, and as a last resort, payment of a fee to a tree fund in lieu of planting is acceptable. The tree fund would be used by the County for reforestation projects.

- **Supports a “no net loss of wetlands” policy.**

The Master Plan recognizes the critical role of wetlands by recommending a “no net loss” objective and endorsing the preparation of a Nontidal Wetlands Functional Assessment (NWFA). Montgomery County Planning Department staff and staff of the Nontidal Wetlands Division of the Maryland State Department of Natural Resources are working together to produce an NWFA for Clarksburg. The NWFA will identify the locations of existing wetlands and potential mitigation sites, and assess the functions and values of the wetlands. The NWFA will comprehensively consider potential impact areas and possible alternatives throughout Clarksburg prior to the piecemeal regulatory process with an emphasis on preserving the highest quality wetland resources.

- **Recommends modifications to the M-NCPPC “Environmental Guidelines” for the review of subdivisions to assure that existing high water quality standards can be maintained.**

The Master Plan strives to meet the state’s goals of maintaining or improving existing water quality by first minimizing new development as much as possible in the most sensitive watersheds. Where environmental impacts from significant development and/or major roads are expected, the Plan designates “Special Protection Areas” (SPA). The M-NCPPC “Guidelines for Environmental Management of Development in Montgomery County” should be amended to include additional objectives in Special Protection Areas. This will promote environmentally sensitive design and construction of development and infrastructure in Clarksburg. Water quality monitoring may also be a requirement for certain developments, as specified in the proposed Water Quality Review Process.

The type of amendments needed for the Guidelines for Environmental Management to implement this recommendation are discussed in the Implementation chapter.

- **Maintains the environmental qualities of headwater streams to prevent increases in water pollution, flooding, and stream erosion and sedimentation.**

Headwaters are the principal source of watercourses that can be defined as first and second order streams. They often originate from springs, seeps or other wetlands and they are found throughout the Study Area at the most upstream end of each stream segment. The result is that most sites are fairly close to a headwater area, which makes complete avoidance very difficult. These tiny streams are vulnerable to land use changes within their drainage basins because of their size and small dilution capacity, especially when the natural baseflow is overwhelmed by a much larger quantity of storm runoff. Degradation of a headwater area can adversely affect the water quality and aquatic habitat of the immediate area. It can also harm downstream reaches, especially if the effects occur near the top of the watershed. Headwaters that drain to the middle or bottom of a watershed can be buffered to a certain extent by the greater baseflow of the stream's mainstem. For these reasons, headwaters near the top of the watershed should receive the highest degree of protection possible.

Sensitive headwaters are affected in Ten Mile Creek by the development of the west side of Town Center and between I-270 and the Creek as well as a small portion of the Transit Corridor Area. Headwaters in Wildcat Branch in the Great Seneca Creek watershed are affected by M-83. These areas are included in the Special Protection Area (SPA) designation. (See Implementation Strategies chapter.)

- **Endorses agricultural BMPs in strict accord with the practices prescribed by the Maryland Department of Agriculture and Montgomery Soil Conservation District.**

One of the current sources of stream pollution in the Study Area is agricultural runoff. Although agricultural conservation practices are encouraged, speculative land ownership in the watershed has made the establishment of such practices very difficult. This arrangement maintains the landowner's agricultural assessment by making short term or annual farm leases until the land value proves profitable for development. The result is a resistance from farmers to spend time or money developing BMPs on land that they may not be using in the near future. In recent years, with the development of the Little Seneca Lake area, the number of speculative land holders has increased. Establishing a land use pattern with clearly defined agricultural areas will remove some of the incentive for speculative use of the land.

The Montgomery Soil Conservation District offers free technical assistance with the development and implementation of a soil conservation and water quality plan. This voluntary program relies on the renter/landowner to contact District staff, who visit the property to determine which BMPs might reduce agricultural non-point source pollution.

Popular practices such as conservation tillage, grass waterways, nutrient management systems, animal waste control structures, and planting of stream buffers are often used. If farming increases in the Clarksburg area, it will be even more important to stream quality that as many agricultural BMPs as possible are implemented.

Maryland is currently designing bay-wide tributary protection strategies as part of the initiatives for implementing nutrient reduction goals for the Chesapeake Bay. The Master Plan supports efforts by state and local agencies to offer more assistance in providing agricultural BMPs throughout the County and encourages farmers to participate in the many programs available. These agencies have shown that conservation and water quality plans can be significant cost-savers to farmers as well as very effective environmental management tools.

A summary of the key protection strategies for the watersheds is contained in Table 11.

Relation of Environmental Plan to 1992 Maryland Planning Act

The 1992 Maryland Planning Act mandates that local plans include a "sensitive areas" element. The intent of the sensitive areas designation is to protect streams and their buffers, 100-year floodplains, habitats of threatened and endangered species, steep slopes, and any other areas identified as sensitive by a local plan. A generalized identification of these areas is shown in Figure 46.

Little Bennett Creek will be further protected because of the limited development proposed by this Plan. Due to its moderate land use density, most of the Cabin Branch watershed is expected to maintain existing conditions with use of fully forested stream buffers and appropriate stormwater management.

In those areas where substantial development is recommended, the Plan uses the Special Protection Area designation to buffer the function of sensitive areas from the effects of that development. This approach is discussed in more detail in the Implementation Strategies chapter and involves amending the M-NCPPC "Environmental Guidelines" for the review of subdivisions.

Plan Recommendations Relating to Area-Wide Environmental Concerns

Groundwater

This Plan:

- Supports protecting the sole source aquifer from groundwater contamina-

Summary of Key Protection Strategies for Sub-Watersheds in Clarksburg Master Plan Study Area

Table 11

Sub-Watersheds	Key Protection Strategy
Little Seneca Watershed	
Ten Mile Creek	The proposed rural and agricultural land use pattern is the key protection strategy for the area west of Ten Mile Creek, where agricultural BMP usage is anticipated to increase. The east side of Ten Mile Creek where there is substantial development potential will be protected with a mitigation strategy based on imperviousness caps for employment areas, extensive forested buffers for the residential area, and development staging that allows advances in environmental protection technology to be incorporated in Ten Mile Creek properties.
Little Seneca Creek	Little Seneca Creek warrants extraordinary attention to site layout, BMP integration, and construction practices to ensure maintenance of the healthy stream system. Most of the watershed's development should be covered by enhanced environmental guidelines.
Cabin Branch Creek	Cabin Branch is a stream system abbreviated by Little Seneca Lake. The existing agricultural uses have created more open space and stream habitat degradation than is found in the Ten Mile Creek watershed. The water quality analysis projected no water quality problems from temperature effects of development. The DRASTIC analysis did identify two areas outside of the projected stream buffers which had higher potential for groundwater contamination. These areas are recommended for designation as Special Protection Areas. The Land Use Plan proposes moderate densities for the Cabin Branch Neighborhood to tie into the existing road network and nearby Transit Corridor District.
Little Bennett Watershed	
Little Bennett Creek	Little Bennett Creek will receive runoff from the Hyattstown Special Study Area, which the Master Plan recommends for generally low amounts of both residential and commercial uses. The Hyattstown Historic District straddles MD 355, the boundary between the Use III and Use I sections of the watershed. The Plan responds to the high stream quality found in Little Bennett Creek by recommending deletion of the I-270/MD 109 interchange and limited new development. The sewage disposal strategies currently under review for the Historic District should be carefully considered for their environmental impacts and potential for creating more development opportunities. However, the watershed should not be significantly affected by the proposed development under the County's standard environmental guidelines and regulations.

tion. Current water usage in the Clarksburg area is predominantly supplied by individual wells. The aquifer that supplies the water has been designated a Sole Source Aquifer by the U.S. Environmental Protection Agency. As part of the Master Plan analysis, a modeling approach called "DRASTIC" was used to evaluate physical features that affect groundwater conditions. Various parameters such as soil type, slope, depth to the water table, and infiltration capabilities were assigned weighted factors to identify where groundwater pollution would most likely occur. The analysis indicated that most of the highly sensitive locations are within the floodplain/buffer areas. The Plan includes areas outside the stream buffer in the Special Protection Area.

From a planning standpoint, the area where surface water percolates into the ground is the critical area to protect. This area is called the "recharge area." Recharge of aquifers in Clarksburg is typical of the rest of the Piedmont Province, which extends along the East Coast. Typically, recharge occurs through rainfall and runoff infiltrating in permeable upland areas. Stormwater runoff that carries soluble pollutants into recharge areas and areas where surface water and groundwater mix (such as some wetlands) is one source of groundwater contamination, especially from vehicle intensive uses such as parking lots and gasoline stations.

Other possible sources of contamination will be from improperly abandoned wells as community water is phased in, ill-designed or abandoned septic leach fields, leaking underground storage tanks, and injection wells. The County's Health Department supports abandonment of unneeded irrigation or drinking wells by filling in and capping with concrete. This eliminates direct conduits to the water table for toxic spills or urban runoff.

There are no regulations that mandate protection of recharge areas. The land use proposed for Clarksburg largely protects the sensitive recharge areas along the stream valleys via stream buffers. However, the upper reaches of Cabin Branch, Little Seneca Creek, and their tributaries contain some areas pinpointed as easily polluted by the DRASTIC analysis that will be highly developed. These areas will be covered by the Special Protection Area guidelines mentioned earlier.

Extensive groundwater modeling would be needed to accurately determine transport functions. However, it is likely that any contamination would affect only a very small area due to the type of underlying geology. There is no evidence that the groundwater in Clarksburg is connected to deeper aquifers or aquifers that extend far beyond the immediate vicinity, according to the staff of the Maryland Geological Survey.

Solid and Hazardous Waste

This Plan:

- Provides opportunities to maximize recycling efforts and reduce illegal dumping of hazardous materials.

Clarksburg's development will generate a considerable amount of trash that is able to be recycled or composted. The County's Ten Year Solid Waste Plan sets forth the prioritized system of "reduce, recycle/reuse, incinerate, and landfill." The County provides curbside recycling of metals, glass and plastics for most residential developments. Multi-family and commercial properties are required to establish their own recycling programs. Retail and office uses can also participate in the recycling effort for office paper, cardboard, etc.

The potential for groundwater and surface stream contamination by improper disposal of household hazardous wastes is significant in both urbanized and agricultural areas. Since the County's Solid Waste Transfer Station is not near Clarksburg, the Plan recommends that collection opportunities for items such as paints, solvents, and used motor oil be considered in the Up-County area to lessen illegal dumping.

Air Quality

This Plan:

- Encourages a land development and transportation network that aids in achieving the standards of the 1990 Clean Air Act Amendments.

The Clean Air Act Amendments of 1990 contain fundamental changes in the law and significantly alter the approach for attaining air quality standards in areas which currently do not satisfy the standards (non-attainment areas). The Washington Metropolitan Statistical Area (MSA), which includes all of Montgomery County, and consequently Clarksburg, is in non-compliance for ozone and carbon monoxide.

Although there are many provisions in the Amendments, the major focus for the Washington MSA will be on the reduction of mobile source usage, such as automobile commuting. This Plan proposes a land use concept which encourages higher density development near transit corridors, which will help the County reach attainment of air quality standards. Reduction of single-occupancy automobile usage is the most important component for achievement of air quality standards.

For all planning areas, the greatest impact is in transportation planning. Transportation activities must no longer cause or increase violations of any air quality standards. The incorporation of a regional transitway in

this Plan will help address this issue by reducing dependence on the automobile for mobility.

Noise

This Plan:

- Avoids locating residential or other noise sensitive land uses where attenuated levels from the roadway are likely to exceed 65dBA Ldn.

Roadway traffic from I-270 will be the major source of noise in the Study Area (see Figure 47, page 153.) Noise levels adjacent to I-270 are projected to exceed acceptable levels for residential areas in many locations. Where large parcels adjoin I-270, the clustering of residential development away from the highway and other noise mitigation measures will address noise impacts. Where parcels are smaller, alternative land use patterns or noise mitigation measures must be considered.

The Land Use Plan chapter reflects noise concerns in the land use recommendations.

Public Facilities

Overview

Public parks, schools, libraries, community centers, and other public facilities serve as “community magnets” to help provide a sense of community. This Plan recommends a full range of public facilities around which the community will be built. Such facilities should be linked to neighborhoods by pedestrian and bicycle paths and public transit, and should be utilized to the greatest extent possible for local recreational, cultural, and civic activities.

The intent of the Master Plan is to identify general locations for these facilities based on current estimates of future facility needs. The need for public facilities will be reevaluated at the time of development by the relevant agencies and departments based on actual levels of development yield and County policies regarding those facilities at the time of development. The actual number and type of facilities built may differ from those identified in the Master Plan.

In addition to the public facilities that people go to for entertainment, education, and relaxation there are public facilities which are essential to the delivery of goods and services by the government and public utilities. These facilities tend not to be community focal points but are necessary for the functioning of the Study Area and the County as a whole. Some of these facilities are discussed in this chapter, while water and sewer service are discussed in the Implementation Strategies chapter.

Greenway Network

The proposed greenway system is shown in Figure 48. It follows the main stream stems of three stream valleys: Little Seneca Creek, Little Bennett Creek, and Ten Mile Creek.

The intent of the Plan is to acquire, at a minimum, enough of these stream valleys to allow development of a trail system. These trails may be paved or soft surfaces that may be enjoyed by hikers, bikers, or equestrians. It is intended that these trails be constructed outside of the 100-year floodplain, wherever possible, with a minimum amount of clearing and grading and with a sufficient buffer from adjacent development. One of the opportunities for this type of trail is along some of the old logging roads in the Study Area.

More detailed work is needed to determine how much parkland will be required to implement the greenway concept. Assuming a guideline of a 300-foot wide acquisition area on each side of the stream, approximately 500 acres would have to be added to the County park system. To provide some flexibility, this guideline will be refined at time of subdivision review or at time of acquisition. Depending on the particular characteristics of a given stream segment, the actual width may be reduced or increased (in Damascus, for example, the Magruder Stream Valley "greenway" averages approximately 1,000 feet-wide).

The greenway system is an essential element of the Clarksburg Master Plan and has received virtually universal support from the community. Further planning work must be done to assure its realization, including:

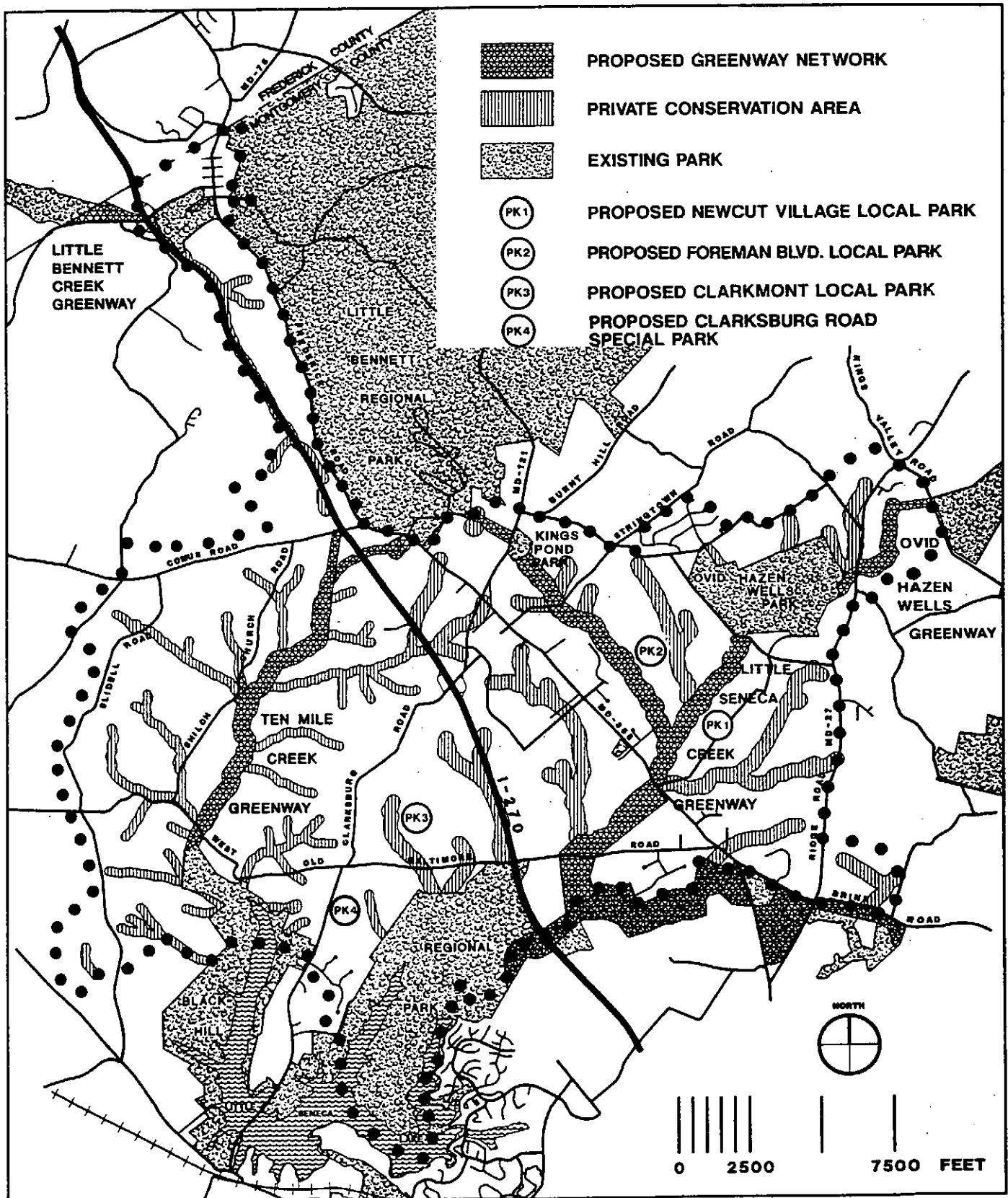
- Comprehensively planning the location and character of the greenways as they traverse Little Bennett Regional Park, Black Hill Regional Park, Ovid Hazen Wells Park, and Damascus Regional Park.
- Further defining which side of the stream valleys the greenway trail should be located.
- Exploring strategies for overcoming obstacles to movement along the greenway (road crossings, for example).

In addition to providing a trail network, the proposed greenway should also help protect natural communities along the stream valleys. To preserve larger ecosystems (in areas like Ten Mile Creek, for example), thousands of acres would have to be acquired. Although this strategy would maximize conservation opportunities, the financial implications are staggering.

A description of the various segments of the greenway is included in Table 12.

Proposed Park and Open Space System

Figure 48



Description of Greenways

Table 12

Segment	Description
Ten Mile Creek Greenway	<p>The Ten Mile Creek greenway is recommended to connect the western part of Black Hill Regional Park and the southern part of Little Bennett Regional Park. The greenway is planned to cross over I-270 along Comus Road due to limits on crossing under I-270 with the stream. The greenway is recommended to continue along West Old Baltimore Road to connect with the main entrance to Black Hill Regional Park and the Little Seneca Creek greenway. Approximately 200 acres are recommended for acquisition in the Ten Mile Creek sub-basin assuming an area 300 feet wide on each side of the stream (600 feet total).</p> <p>This Plan recommends that the location of an unpaved trail within the greenway be on the east side of the valley. Topographic constraints would make it extremely difficult to achieve the grading standards for a paved trail. The path may be located on the west side when environmental or functional considerations preclude construction on the east. This policy is intended to minimize potential conflicts with active agricultural activities on the west side of the stream.</p>
Little Seneca Creek Greenway	<p>The Little Seneca Creek greenway is recommended to connect the eastern part of Black Hill Regional Park with Kings Pond Local Park, the southern portion of Little Bennett Regional Park, and the western part of Ovid Hazen Wells Recreational Park. The greenway will cross under I-270 along West Old Baltimore Road due to limits on crossing under I-270 with the stream. The greenway is recommended to enter Black Hill Regional Park at the current entrance on West Old Baltimore Road. Approximately 280 acres are recommended for acquisition in the Little Seneca Creek Basin assuming an area 300 feet wide on each side of the stream (600 feet total). Of the 280 acres, approximately 180 acres are already in the acquisition program. North of Kings Pond Local Park, the total width of the greenway is recommended to be 300 feet where not associated with a stream valley.</p> <p>Within the Town Center District, the total width of 600 feet conflicts with the Plan's Land Use and Urban Design recommendations regarding the need to provide physical connections and an integrated development pattern in the Town Center. The Department of Parks will be evaluating the amount of land needed to achieve the park-like environment while achieving the Land Use and Urban Design objectives in this urbanized portion of the Study Area.</p>
Ovid Hazen Wells Greenway	<p>The Ovid Hazen Wells greenway is recommended to connect the eastern portion of Ovid Hazen Wells Recreation Park to the western portion of Damascus Recreational Park. Approximately 30 acres of new parkland is recommended for acquisition. Unlike the sections of the greenways which parallel stream valleys, this section of the greenway will be a total of 300 feet wide. In addition, a crossing of Ridge Road (MD 27) must be provided.</p>
Little Bennett Creek Greenway	<p>The Little Bennett Creek greenway is recommended to connect Little Bennett Park to conservation areas in Frederick County. It also would provide trail access to the camping entrance at Little Bennett Regional Park. This recommendation extends beyond the Study Area boundaries. The final decisions regarding the location of the greenway as it crosses Midcounty Highway in the vicinity of Little Bennett Regional Park must await more information regarding the character of Midcounty Highway.</p>

Parks and Recreation Facilities

The Clarksburg and Hyattstown areas are conveniently located near two of the County's largest regional parks (Black Hill and Little Bennett). In addition, there are also large recreational parks in the general area as well as local parks. A key goal of this Plan is to link all parkland via a greenway network.

Plan Recommendations

The proposed park and open space system is shown in Figure 48. The Plan reflects the following recommendations:

- Connect park facilities and natural areas to the greenway network.
- Designate generalized locations for additional local parks.
- Designate local parks that are integrated with future development.
- Coordinate the development of the master plan for Ovid Hazen Wells Park with this Plan.

Proposed Park System

The proposed park system for Clarksburg includes regional parks, recreational parks, special parks, and local parks. A description of each park is included in Table 13.

Regional Parks

Regional parks serve large areas of the County and combine conservation and recreation in parks of more than 200 acres and preserve at least two-thirds of the park as conservation and natural areas. The Study Area contains or is adjacent to two regional parks: Black Hill Regional Park and Little Bennett Regional Park. Both parks are the subject of individual master planning efforts by the Department of Parks to guide further development.

This Plan recommends that the upcoming master plan for the Black Hill Regional Park address the need for sewer service parallel to I-270 which would reduce the need for a pump station north of the park in order to serve the drainage basin of the unnamed tributary of Little Seneca Creek. In addition, the master plan for Black Hill Regional Park should identify a greenway connection through the park that would connect the greenways in the Study Area with the park system along Seneca Creek.

Recreational Parks

Recreational parks are large parks (50 acres or more) that serve a variety of County-wide recreational needs and generally do not contain large environmentally sensitive areas. Regional parks tend to preserve more natural area than the recreational parks. The Study Area contains Ovid Hazen Wells Recreational Park and is adjacent to the Damascus Recreational Park and the North Germantown Greenbelt.

Existing and Proposed Park System in the Clarksburg Study Area

Table 13

Type of Park	Name of Park	Existing Facility (1994)	Potential Future Facilities
Regional	Black Hill Regional Park (1,779 acres; 1,833 acres planned)	505-acre lake, boat ramp, and rentals, fishing, hiking, picnic areas with shelters, 2 playground areas, visitors center and park police station.	Park police station, fishing pier, and paved trails.
	Little Bennett Regional¹ Park (3,600 acres)	90 camp sites, hiking, golf course, amphitheater	Conference center, swim facility, day use area, playground and playfield, and interpretive center
Recreational	Ovid Hazen Wells Recreational Park (290 acres)	3 picnic shelters and play area and parking area. (A master plan for this park is under way.)	Athletic fields, picnic areas, playground facilities, recreation center, carousel and a natural area.
	Damascus Recreational¹ Park (277 acres)	Hiker/biker trail, ballfields, playground, basketball courts, tennis courts, and picnic areas.	
Special	Clarksburg Road² (25 - 100 acres)		Athletic fields, playground, paved courts, parking, trails, and picnic and conservation areas.
Local	Clarksburg Local Park (3.8 acres)	Combination baseball/football field, recreation center, lighted basketball court, two lighted tennis courts, and parking area.	
	Kings Pond Local Park (13.8 acres)	Picnic area, softball diamond, fishing, football/soccer field, and parking area.	
	Newcut Village Local Park² (10-15 acres)		Playing fields, hard surface courts, playgrounds, picnic areas, pathways, and parking.
	Foreman Boulevard Local² Park (10-15 acres)		Playing fields, hard surface courts, playgrounds, picnic areas, pathways, and parking.
	Clarkmont Local Park² (10-15 acres)		Playing fields, hard surface courts, playgrounds, picnic areas, pathways, and parking.

Notes:

¹ Adjacent to the Study Area.² New park proposed by this Plan.

The Department of Parks is currently developing a master plan for the ultimate development of Ovid Hazen Wells Recreational Park and the community will be included in this process.

Although a development plan for the park will be prepared and adopted separately from the Clarksburg Master Plan, certain key issues regarding future development of the park need to be resolved at this time. The most critical involves the extension of sewer lines through the park. The concept plan for the park channels more active recreation uses to the west side of the park where a sewer extension is envisioned. (This extension will ultimately serve Fountain View, a residential neighborhood built more than 25 years ago in anticipation of being one day served by sewer.) More passive uses are envisioned in the eastern portion of the park. This Plan does not endorse the extension of sewer to the east since it is not needed for park development.

Sewer service on the eastern side of the park is not being proposed. Property owners in that area have suggested that extending sewer through the eastern part of the park would be necessary for future park facilities, so properties east of Ridge Road could be served with an extension of that same sewer line. The Plan does not propose sewer service through the eastern part of the park.

The master plan for Ovid Hazen Wells Parks should be coordinated with this Plan and should consider the need for active and passive recreation areas, including a recreation center and athletic fields.

Special Parks

An opportunity exists to obtain a special park through dedication that would provide active and passive recreation opportunities to new residents. In the West Old Baltimore Road area, this park would be adjacent to Black Hill Regional Park, and would have conservation areas in addition to active recreation facilities

Local Parks

Local parks are generally larger than ten acres and provide both passive and active facilities, including ballfields, play equipment, tennis, basketball and multi-use courts, and, in some cases, a small community building. While all facilities are used on an informal basis, the ballfields and the community buildings can be reserved in advance. The Study Area contains two local parks: Clarksburg Local Park and Kings Pond Local Park.

In addition to the existing local parks, three more will be required to serve the recreation and physical fitness needs of future residents. These parks would be developed with playing fields, hard surface courts (tennis, basketball, etc.), playgrounds, picnic areas, pathways, and parking. These parks are shown on the Parks and Open Space System map (see Figure 48, page 157) as floating symbols. Floating symbols are intended to identify an area/neighborhood to be served, not a particular site. Specific guidance regarding the location of these parks includes, but is not limited to:

Newcut Village Local Park: 10 to 15 acres located adjacent to the greenway, generally flat to rolling topography, accessible by either a primary or secondary roadway, and integrated into adjacent neighborhoods.

Foreman Boulevard Local Park: 10 to 15 acres, located adjacent to the greenway, generally flat to rolling topography, accessible by either a primary or secondary roadway (either existing Shawnee Lane or Foreman Boulevard), and integrated into adjacent neighborhoods.

Clarkmont Local Park: 10 to 15 acres, located near the proposed elementary school, generally flat to rolling topography, accessible by either a primary or secondary roadway, and integrated into adjacent neighborhoods and commercial areas.

Recreation Center

The Study Area currently lacks indoor recreation opportunities. This Plan recommends that the placement of an indoor recreation center be considered at Ovid Hazen Wells Park.

The typical program for a recreation center is a 40,000-square-foot building containing basketball courts, a weight room, multi-purpose rooms, and craft rooms. In addition, it may also contain an indoor or outdoor pool.

Neighborhood Recreation Areas and Civic Open Space

Recreational opportunities for residents, in addition to County operated parks, are needed within individual neighborhoods. These areas can be as simple and varied as tot lots, picnic areas, and usable open areas. Each new residential development in a neighborhood should provide adequate private open space and recreational facilities for its residents to enjoy nonstructured recreational opportunities.

In addition to, or in combination with, neighborhood recreation areas, civic open space helps provide areas for people to gather. In the areas around the transit stops civic open space helps identify each area as well as provide easily accessible meeting areas (see Land Use Plan chapter).

Public Schools

Public schools are an essential component of community life and, therefore, must be an integral part of community design and development. The need for new schools is determined by the Board of Education based on both the capacity of existing schools and the projected increase in student enrollment.

It is the objective of this Plan to identify general locations for school facilities to meet the general and specialized educational needs of area residents.

Existing and Programmed Facilities

The Study Area is currently in the Damascus High School Cluster. The status of schools in this cluster that serve the Study Area is outlined in Table 14.

The Damascus Cluster has a growing number of school age children. Two new elementary schools opened in the cluster, Clearspring Elementary School in 1988 and the Lois Rockwell Elementary School in 1992, to accommodate ele-

mentary enrollment growth. Elementary enrollment is still increasing in the cluster, with slowing of growth not expected until around the year 2000.

Dramatic enrollment increases that are occurring at the elementary school level will have a major impact on facility needs at the secondary level in the 1990s and beyond. At the mid-level, the Damascus Cluster is scheduled to reorganize to the middle school program which places grades 6-8 in middle schools. This will help to relieve capacity shortages at the elementary level and will necessitate construction of a second mid-level school to serve the cluster. This school, known as Damascus Middle School #2, is scheduled to open in September 1995.

At the high school level, Damascus High School will have insufficient capacity to accommodate projected enrollment. As a result, an 18-room addition to the school is scheduled to be opened in September 1995.

Together, the planned secondary school projects will provide needed space through the late 1990's. Projections indicate that after this period more enrollment growth will require additional capacity be added. The growth described for the Damascus Cluster in the 1990's does not include any development that may occur as a result of the new Clarksburg Master Plan. Nearly all projected enrollment reflects the aging of students already residing in the Damascus Cluster.

Plan Recommendations

This Plan estimates that a total of 11 public schools may be needed to serve the projected public school age population of the Study Area. A new estimate of the number of schools needed will be made by the Board of Education at the time of development for purposes of land dedication. The proposed locations for these schools are shown on Figure 49. The "buildable" acreage for elementary school sites are generally 12 acres in size, while middle school sites are 20 acres and high school sites are 30 acres. Sometimes, sites may need to be bigger than 12, 20, or 30 acres to achieve enough buildable acreage. An important assumption in this recommendation is that the boundaries of a Clarksburg Cluster will roughly correspond to the Study Area boundaries near build out. Since it is impractical to provide more definitive assumptions, the cluster boundaries and the number of schools constructed will be dependent on actual student yields and the capacities of adjacent clusters.

High School

This Plan recommends that a high school be located on a portion of a 62-acre site owned by the Board of Education at the intersection of Frederick Road (MD 355) and Shawnee Lane. The Board of Education has determined that only 30 acres are buildable and plans are under way to construct a middle school on this site until it can be converted later when needed for a high school. The ultimate development plan for this site should place special emphasis on an attractive frontage along MD 355 since this is a critical entry into Clarksburg.

Middle Schools

This Plan recommends the need for two middle school sites as shown in

Figure 49. The site for Clarksburg Middle School #1 is located north of West Old Baltimore Road between MD 355 and the greenway in the Brink Road Transition Area.

The site for Clarksburg Middle School #2 is on the northwest corner of MD 27 and Skylark Road.

Elementary Schools

The existing Clarksburg Elementary School is recommended for relocation in the long-term (beyond 20 years) due to its inadequate size and the desirability of having the school better located in terms of future development patterns. The school has recently been modernized and is expected to continue operation at this location for many years to come.

The existing Cedar Grove Elementary School is on the northeastern edge of the Clarksburg Master Plan Study Area. Currently, this school is in the Damascus Cluster. It is not possible to predict at this point whether in the long term this facility will serve students from the Clarksburg Master Plan Study Area as construction proceeds or continue to serve students primarily from out-

Public Schools by High School Cluster Serving Clarksburg Master Plan and Hyattstown Special Study Area

Table 14

High School Cluster/ School Name	Date Orig.	Year Modernized	Site Size (Acres)	Existing No. of Teaching Stations/ Classrooms
HIGH SCHOOL				
Damascus High School ¹	1950	1978	33.6	51 ²
MIDDLE SCHOOL				
John T. Baker ¹	1971		20.0 (PK)	28 ³
ELEMENTARY SCHOOLS				
Cedar Grove ¹	1960	1987	9.6	24
Clarksburg	1952	1992	9.9	18

Notes:

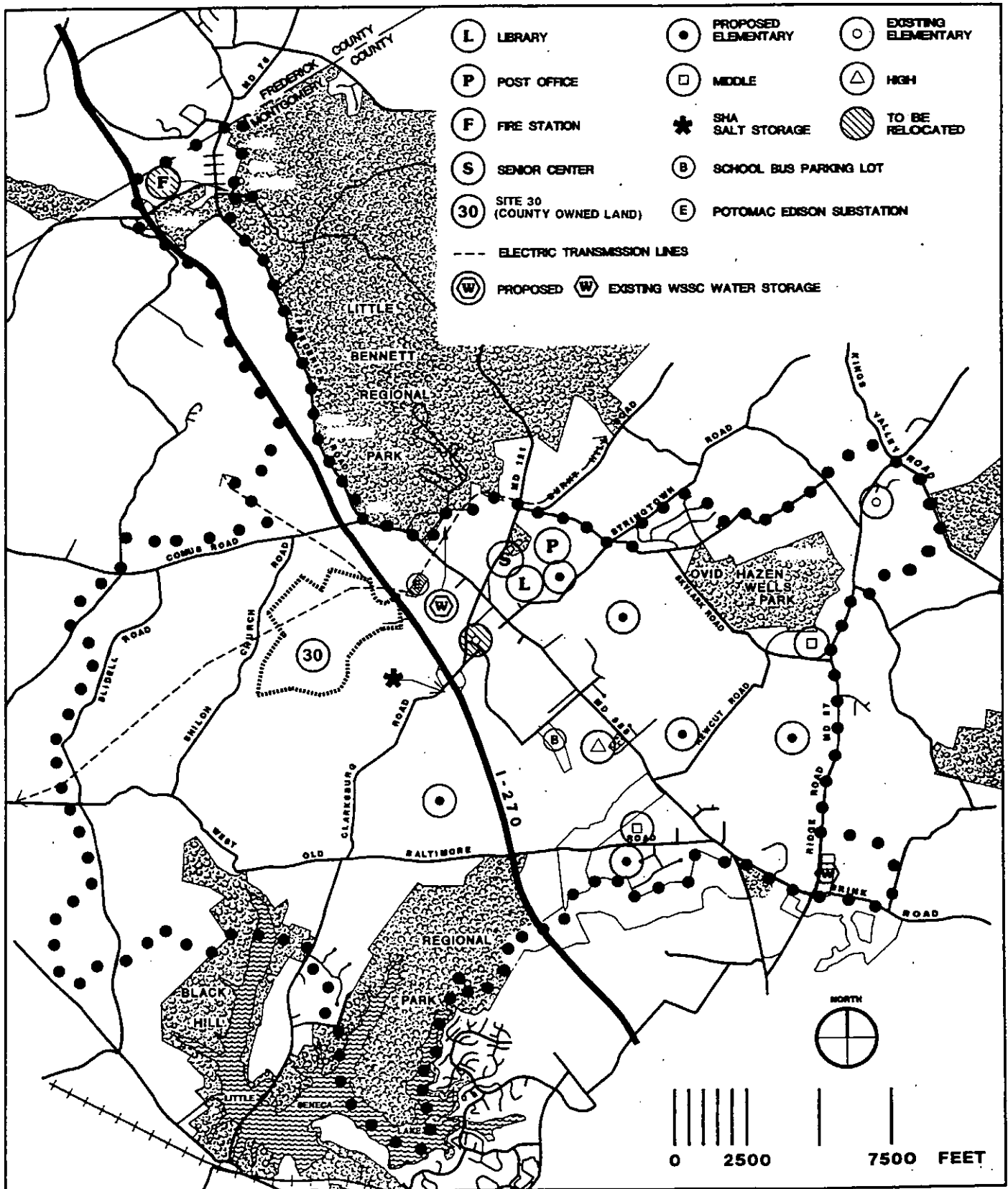
- ¹ Schools are not located inside the Study Area, but service area falls within Study Area.
- ² Damascus High School is scheduled to gain 18 teaching stations in September 1995.
- ³ Baker Middle School is scheduled to reorganize to serve grades 6-8 in September 1995. In September 1995, a second middle school in the Damascus Cluster is scheduled to open.

PK denotes an adjacent park site; park acreage is in addition to that shown.

Source: Approved FY 94 to FY 99 Capital Improvements Program,
Montgomery County Public Schools, May 1993

Existing and Proposed Public Facilities

Figure 49



side Clarksburg in the Damascus Cluster area.

Six new elementary schools sites are recommended for the Study Area. The general location of the proposed elementary schools are shown in Figure 49.

The school site locations are shown as floating symbols. Floating symbols are used to indicate the general location of the school site to serve a particular neighborhood. The final location of school sites will be determined by the Board of Education and will include the following locational criteria:

- Proximity and accessibility to the greenway.
- Accessibility to a primary or secondary residential street.
- Relation to transit.
- Central location (for walking) within the residential area.

This Plan envisions that it may be necessary to reevaluate the need for schools at the time of development and that reduced yields in housing units may reduce the need for school sites.

Community Facilities

As the Clarksburg Master Plan Area and Hyattstown Special Study Area grow, the demand on social services, including child day care, will increase.

The programming and delivery of human services are the responsibility of the County government and private service organizations. Human services, such as elderly day care, teen programs, child day care, and recreation, should be provided throughout the Clarksburg Master Plan Area and Hyattstown Special Study Area.

This Plan recommends that existing and new public facilities include areas which can be used for human services, whether as a separate use or using a facility during off-peak hours. As the area becomes more developed the demand for these services will become more clear and suitable locations may be identified at that time. It is this Plan's intention that these facilities be accessible by transit to maximize their ability to be served by transit. This Plan's recommended locational criteria are outlined in Table 15.

Community Facilities Recommendations

Table 15

Facility	Master Plan Locational Guidelines
Library	<ul style="list-style-type: none"> • Close proximity to other public facilities in the Town Center, such as the community center, and to retail and office areas.
Community Center	<ul style="list-style-type: none"> • Close proximity to other public facilities in the Town Center, such as the library, and to shopping areas.
Adult Day Care	<ul style="list-style-type: none"> • Transit serviceable areas. • In or near employment or residential areas. • Dispersed throughout the Study Area with concentrations near public facilities.
Elderly Housing	<ul style="list-style-type: none"> • Near transit, local bus routes, shopping, and public facilities. • Dispersed throughout the Study Area with concentrations near public facilities.
Child Day Care	<ul style="list-style-type: none"> • Dispersed throughout the Study Area with concentrations near transit, employment areas, and concentrations of housing.
Housing for Special Populations	<ul style="list-style-type: none"> • Dispersed throughout the residential areas in the Study Area. • Located in areas conveniently served by local bus and regional transit service.
Fire Station	<ul style="list-style-type: none"> • Consider locating a station in Clarksburg, close to the Town Center (including the possibility of relocating station #9 from Hyattstown). • Utilize, if feasible, the site owned by the Hyattstown V.F.D. • Maximize access to the Study Area's road network.
Police Station	<ul style="list-style-type: none"> • If needed, consider an appropriately-sized police station in Clarksburg.

Clarksburg Historic Resources

Overview

The Clarksburg Study Area includes a number of historic sites and districts. Currently, there are five individual sites designated on the *Master Plan for Historic Preservation* as well as three Master Plan historic districts — Clarksburg, Hyattstown, and Cedar Grove. In addition, there are 18 historic resources in the Study Area which have been identified on the *Locational Atlas and Index of Historic Sites* but which have not yet been evaluated for historic designation — these resources are being reviewed in conjunction with this Master Plan effort. There is one additional resource, not currently on the Locational Atlas, which this Plan recommends for addition to the Atlas.

Table 17, page 183, lists all historic sites and districts and their status in the Clarksburg Study Area. Sites and districts are shown in Figure 50, page 181.

Background

The Master Plan for Historic Preservation and the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. When a historic resource is placed on the Master Plan for Historic Preservation, the adoption action officially designates the property as a historic site or historic district and subjects it to the further procedural requirements of the Historic Preservation Ordinance.

Designation of historic sites and districts serves to highlight the values that are important in maintaining the individual character of the County and its communities. It is the intent of the County's preservation program to provide a rational system for evaluating, protecting, and enhancing the County's historic and architectural heritage for the benefit of present and future generations of Montgomery County residents. The accompanying challenge is to weave protection of this heritage into the County's planning program so as to maximize community support for preservation and minimize infringement on private property rights.

The following criteria, as stated in Section 24A-3 of the Historic Preservation Ordinance, shall apply when historic resources are evaluated for designation in the Master Plan for Historic Preservation:

1. Historical and cultural significance:

The historic resource:

- Has character, interest, or value as part of the development, heritage, or cultural characteristics of the County, state, or nation.
- Is the site of a significant historic event.
- Is identified with a person or a group of persons who influenced society.
- Exemplifies the cultural, economic, social, political, or historic heritage of the County and its communities; or

2. Architectural and design significance:

The historic resource:

- Embodies the distinctive characteristics of a type, period, or method of construction.
- Represents the work of a master.
- Possesses high artistic values.
- Represents a significant and distinguishable entity whose components may lack individual distinction; or
- Represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape.

Once designated on the Master Plan for Historic Preservation, historic sites are subject to the protection of the Ordinance. Any substantial changes to the exterior of a resource or its environmental setting must be reviewed by the Historic Preservation Commission (HPC) and a Historic Area Work Permit issued under the provisions of the County's Preservation Ordinance, Section 24A-6. In accordance with the Master Plan for Historic Preservation, and unless otherwise specified in the amendment, the environmental setting for each site, as defined in Section 24A-2 of the Ordinance, is the entire parcel on which the resource is located as of the date it is designated on the Master Plan.

Designation of the entire parcel provides the County adequate review authority to preserve historic sites in the event of development. It also ensures that, from the beginning of the development process, important features of these sites are recognized and incorporated in the future development of designated properties. In the case of large acreage parcels, the amendment will provide general guidance for the refinement of the setting by indicating when the setting is subject to reduction in the event of development, by describing an appropriate area to preserve the integrity of the resource, and by identifying buildings and features associated with the site which should be protected as part of the setting. It is anticipated that for a majority of the sites designated, the appropriate point at which to refine the environmental setting will be when the property is subdivided.

Public improvements can profoundly affect the integrity of a historic area. Section 24A-6 of the Ordinance states that a Historic Area Work Permit for work on public or private property must be issued prior to altering a historic resource or its environmental setting. The design of public facilities in the vicinity of historic resources should be sensitive to and maintain the character of the area. Specific design considerations should be reflected as part of the Mandatory Referral review processes.

In the majority of cases, decisions regarding preservation alternatives are made at the time of public facility implementation within the process established in Section 24A of the Ordinance. This method provides for adequate review by the public and governing agencies. To provide guidance in the event of future public facility implementation, the amendment addresses potential conflicts existing at each site and suggests alternatives and recommendations to assist in balancing preservation with community needs.

In addition to protecting designated resources from unsympathetic alteration and insensitive redevelopment, the County's Preservation Ordinance also empowers the County's Department of Environmental Protection and the Historic Preservation Commission to prevent the demolition of historic buildings through neglect.

The Montgomery County Council passed legislation in September 1984 to provide for a tax credit against County real property taxes to encourage the restoration and preservation of privately owned structures located in the County. The credit applies to all properties designated on the *Master Plan for Historic Preservation* (Chapter 52, Art. VI). Furthermore, the Historic Preservation Commission maintains up-to-date information on the status of

preservation incentives including tax credits, tax benefits possible through the granting of easements on historic properties, outright grants, and low-interest loan programs.

Historic Districts

There are three historic districts in the Clarksburg Study Area. Each is unique and each has many opportunities and challenges associated with it. Each of the districts is briefly described below. Land use, transportation, and zoning plan recommendations which are supportive of the districts are summarized in Table 16, page 173. The need for a zoning strategy to help guide future development in the districts is included in the Implementation chapter.

Clarksburg Historic District

The Clarksburg Historic District reflects the community's prominence as a center of transport, trade, and industry for northern Montgomery County. It is among the County's earliest and most intact historic towns. One of the County's last and most elaborate remaining examples of the two-room school-house is found here.

Hyattstown Historic District

Hyattstown, founded in 1798, appears very much as it did when it was a thriving early 19th century community with wagoners, dignitaries, and Civil War troops passing through town. The Hyattstown Historic District represents one of the largest groupings of relatively unaltered 19th century buildings in the County. The houses, mostly of log and frame, are erected close together on quarter-acre lots, very close to the roadside. Interspersed among the modest homes are many structures essential to the village life, including an old school, churches, several shops and offices, and a hotel.

Cedar Grove Historic District

Cedar Grove is one of the few continuously operating rural crossroads communities serving farm families in upper Montgomery County for over a century. It is characteristic of the County's late 19th and early 20th century rural crossroads once common, but rapidly becoming extinct with encroaching development at the end of the 20th century. The handful of houses are a mix of ages, styles, sizes, and materials. They extend several directions from the crossroads and form a cohesive group.

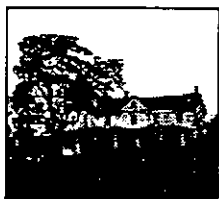
Master Plan Preservation Strategies for Historic Districts

Table 16

	Land Use Plan	Transportation Plan	Zoning Plan
Clarksburg Historic District	<ul style="list-style-type: none"> • Designates protective buffers around district with limits on heights to assure compatibility. • Includes detailed design guidelines for new development in historic district. • Designates district as focal point of larger Town Center. 	<ul style="list-style-type: none"> • Proposes special cross-sections for MD 355 and Redgrave Place to maintain character compatible with district. 	<ul style="list-style-type: none"> • Includes guidelines for granting optional densities around the historic district which emphasize compatibility with character of district.
Hyattstown Historic District	<ul style="list-style-type: none"> • Maintains rural setting for Hyattstown. • Supports provision of public water and sewer. • Includes detailed design guidelines for future development. 	<ul style="list-style-type: none"> • Designates MD 355 through Hyattstown as "rustic" to maintain compatible character. • Proposes bypass east of Hyattstown as future possibility. 	<ul style="list-style-type: none"> • Proposes zoning pattern around Hyattstown compatible with rural village scale.
Cedar Grove Historic District	<ul style="list-style-type: none"> • Proposes a land use pattern which provides a suitable setting for the district. • Recommends design guidelines for development which are supportive of district. 	<ul style="list-style-type: none"> • Endorses the designation of MD 27 (Ridge Road) as 2-lane roadway through Cedar Grove. 	<ul style="list-style-type: none"> • Recommends rural zoning in vicinity of Cedar Grove.

Individual Resources

Master Plan Sites



13/3 Oliver Watkins House 23400 Ridge Road

A showplace of the Cedar Grove area, this spacious residence features a 3½-story, Queen Anne style tower with wrap-around porch. The house was built in 1851 and enlarged in the late 19th century by the owner and operator of the Cedar Grove General Store. There is a prominent barn associated with the house.

This *Master Plan* site, with its accompanying outbuildings, is located within Ovid Hazen Wells Park and will be adaptively reused as part of the development of this park.



13/7 Ned Watkins House 12001 Skylark Road

This residence, built in 1892, is characterized by such Queen Anne features as fishscale shingles, diamond windows, and projecting polygonal bay windows. Also noteworthy are a fine complement of agricultural outbuildings including a bank barn, corn crib, and smokehouse.

This house, with its accompanying outbuildings, is located within Ovid Hazen Wells Park and will be adaptively reused as part of the development of this park.



13/10-1 Clarksburg School 13530 Redgrave Place

This individually-designated *Master Plan* site is located within the designated Clarksburg Historic District. It is also on the National Register of Historic Places. The structure was built in 1909 and is one of the most intact early schoolhouses remaining in the County.

Development of the Clarksburg Town Center and the transit stop may affect the Clarksburg School, including possibly requiring relocation of the building. There are detailed land use and urban design recommendations for the Clarksburg Historic District — including the Clarksburg School — in the Land Use Plan chapter.



13/14 Moneysworth Farm 22900 Whelan Lane

The original part of the house at Moneysworth Farm was constructed of logs by 1783 and is a rare example of Tidewater style architecture. The structure was enlarged with a Greek Revival style section in the mid-19th century. There are several more recent outbuildings associated with the property, as well as a historic cemetery.

Moneysworth Farm is located on Site 30, which is being considered for a number of public uses — including a new detention facility. The farmstead will be incorporated into future plans for the site. More information on the property is included in the Land Use Plan chapter.

13/30 Highview/Burdette Hotel 21010 Clarksburg Road

Highview is the grandest of several remaining hotels which once thrived in the Ten Mile Creek Valley area. Crowned by a slate shingled mansard roof, the elegant structure was built in 1887 in the Second Empire style.

There are no major planning issues affecting this Master Plan site.

**LOCATIONAL ATLAS RESOURCES EVALUATED****Designated on Master Plan**

The following resources are now included on the *Master Plan for Historic Preservation*:

13/19 Howes Farm (Elizabeth Waters Farm) 22010 Ridge Road

The Howes Farm meets the following criteria for Master Plan designation: 1A, as an excellent example of a late 19th-early 20th century family farm in the Clarksburg area; 1D, exemplifying the cultural, economic, and social heritage of agriculture and dairy farming in Montgomery County; 2A, embodying the distinct characteristics of a high-style Gothic Revival farmhouse with metal roof, narrow 2-over-2 shuttered windows, second-story bay window, and 20th century rear wing, stuccoed siding, and wrap-around porch; and 2E, as an established and familiar feature in the community once dominated by family farms.



The Howes Farm was built in 1884 by James Robert Howes, who purchased the land from Sara D. Sellman. In the 1920s, the house was enlarged and stuccoed by their son, Joseph G. Howes, adding the wrap-around porch, modern utilities, and changing the drive from Brink Road to Ridge Road. The house retains its late 19th century integrity and many fine details, including the curved mahogany staircase ordered from Philadelphia.

The Howes Farm was formerly referred to in the Locational Atlas as the Elizabeth Waters Farm. However, research has not shown any connection of this property to the Waters family who lived nearby. The Howes family, long-time Clarksburg residents, were active members of the County Dairy Association, farming the 124-acre farm for 90 years over three generations.

Several outbuildings remain from the period, including a hen house, a double corn crib and machine storage shed, a rusticated concrete block dairy building, pump house, meat house/handyman shelter, silo, and feed room. A dairy barn (1930) and bank barn (1880s) burned in the late 1970s. The environmental setting is the entire 16.75-acre parcel, including the outbuildings and long drive from Ridge Road.

There are several planning issues related to this site. Since the property is zoned for a Country Inn, the HPC and the Planning Board have approved plans for parking of 63 vehicles southwest of the house. Recently, more subdivisions on either side of the 16.75-acre site have been approved, changing its once rural

setting. Finally, a proposed extension of the Midcounty Highway limited access highway would sever the driveway entrance of the Howes Farm from Ridge Road (MD 27) requiring a new entrance to the property either through a subdivision or across environmentally sensitive wetlands. The approach to the historic resource should be given careful consideration in the development of the proposed Midcounty Highway, retaining as much of the original setting as possible. Visibility of this resource will increase from Midcounty Highway, a benefit for the Country Inn usage of the property.



13/24 Byrne-Warfield Farm 22415 Clarksburg Road

This resource meets the following criteria for Master Plan designation: 1A, having value as part of the development of the County, being representative of the County's dairy farming heritage; 1D, exemplifying a typical Up-County farmstead from the turn of the century; 2A, having distinctive features of a method of construction with its unique gabled design and being the only 20th century example of the two-door front facade known in the County; 2E, representing an established and familiar feature, due to its prominent location and landscape.

The original 107-acre farm was established in 1869 by John W. Byrne, a tobacco farmer. In 1893, he conveyed the land to Edward D. Warfield, of Browningsville, who built the bank barn (1900), present house (circa 1912), and dairy barn (circa 1940s). Typical of early 20th century farmers in the area, Warfield shifted his agricultural effort from tobacco to wheat and dairying.

Architecturally, the house has an unusual form, with a center gable on each of the four sides and double entrances on the main facade. The two-door entrance facade is an uncommon building form in Maryland, though it is relatively common further north among the Pennsylvania Germans. This is the only known 20th century example in the County. The house retains its original clapboard siding and fishscale shingles. Some of the bargeboard which originally decorated each of the four gables has been damaged. The front porch has been enclosed with jalousie windows.

The environmental setting is the entire 5.3-acre parcel, yet it should be recognized that the outbuildings are not significant. The bank barn is in dilapidated condition, and the dairy barn is unremarkable. Other minor outbuildings are a corn crib, garage, wash house, and milk house. If demolition of the outbuildings were to be proposed in the future, it should be considered as a possibility.

The Byrne-Warfield Farm is located in the Cabin Branch Neighborhood.



13/25 Cephas Summers House 22300 Clarksburg Road

This resource meets the following criteria for Master Plan designation: 1A, having value as part of the development, heritage, or cultural characteristics of the County, having had only two different owners in its 150-year history; 1D, being a particularly early farmhouse with a high degree of integrity; and 2A, embodying the distinctive characteristics of a period of construction, being a representative vernacular example of Greek Revival-style architecture.

This resource is one of the earliest farmhouses in the Clarksburg area which still retains a high degree of architectural integrity. Dating from the second quarter of the 19th century, the house exhibits Greek Revival influence, found in its eaves-front orientation, low-slope roof, cornice returns, 6-over-6 sash, and classical porch columns.

Cephas and Mary Ann Summers acquired this 235-acre farm in 1850 for \$1,410. They conveyed it in the early 1890s to Ann E. & Samuel F. Bennett, whose descendants still own it today. The bank barn collapsed in a storm in the late 1970's. Extant outbuildings are a frame corncrib, frame shed, and concrete block shed.

The environmental setting is that portion of the parcel (P900) which lies west of Clarksburg Road, being approximately 65 acres. As there is currently no plumbing in this house, the availability of septic and water on the property needs to be explored.

14/26 Salem United Methodist Church 23725 Ridge Road

This resource meets the following criteria for Master Plan designation: 1A, having character, value, and interest as part of the heritage and cultural characteristics of the County, being one of the earliest Methodist congregations in the County; 1D, exemplifying the religious heritage of the County and its communities; 2A, embodying the distinctive characteristics of a period of architecture, being an excellent example of an early-20th century rural Gothic Revival church; and 2E, representing an established and familiar visual feature, having a prominent location on Ridge Road.

Salem United Methodist Church was built in 1907, replacing an earlier log structure built circa 1869. Unlike other Methodist churches in the County which were split by pro- and anti-slavery congregations, including the Clarksburg Methodist Church, the Salem Church remained intact through the Civil War era.

The Gothic Revival-style church exhibits fine architectural detailing. The front facade is dominated by a triple lancet stained glass window within a lancet arch. A 2½-story tower contains an open belltower with trefoil brackets and denticulated cornice. Varigated shingles decorate the second story of the tower and the front gable. Scrolled terra cotta crests are found above the front and rear gables.

A rear/side addition was constructed in the 1930s to accommodate a social hall. Aluminum siding was added in the 1960s, although it was done in a sympathetic manner, resulting in the preservation of most of the architectural details. Leniency should be exercised in allowing the congregation to relocate stained glass windows from the church if a new sanctuary is built. The environmental setting is the 1.46-acre lot on which the church and associated cemetery are located.



REMOVED FROM LOCATIONAL ATLAS

The following resources are removed from the Locational Atlas.

13/1 Barber/Nehouse Farm 11415 Hawkes Road

This early 20th century dairy farm is not recommended for placement on the Master Plan. It has been significantly altered with replacement windows in the 1890's front section of the farmhouse, and other additions to the rear, replacing an original log section.

13/8 Ed Burdette Farm 12200 Piedmont Road

The Burdette Farm is not recommended for placement on the Master Plan. This late 19th century Gothic Revival farmhouse on 17 acres, is in fair condition, and its outbuildings are in poor condition. Covered in asbestos shingles and needing a new porch, it represents a common style of architecture already well represented on the Master Plan. It should be removed from the Locational Atlas.

13/9 The Clark Family Cemetery East of Kings Pond Park

The Clark Cemetery, whose stones have been removed, but recovered for safe-keeping, is not recommended for placement on the Master Plan. The Plan recommends fencing the area surrounding the burial site of John Clark, founder of Clarksburg, and his family to protect the remains from disturbance on what is proposed as part of the New Clarksburg Town Center. Since the tombstone of John Clark is missing, a replacement marker is suggested to commemorate the founder of this early 19th century community.

13/11 Ed Lewis Farm 23730 Frederick Road

The Lewis Farm, an early 19th century log house with numerous additions, is not recommended for placement on the Master Plan. Although historically connected to Ed Lewis, prominent Clarksburg citizen and co-founder of Boyds, it has had numerous changes and additions over its history. Lewis also owned Moneysworth Farm, now on the Master Plan and owned by Montgomery County.

**13/12 Thomas Jefferson Thompson Farm (Formerly J. Pickens Farm)
23701 Shiloh Church Road**

This farm was owned for 75 years by the Thompsons, one of Clarksburg's early families. (This resource was incorrectly identified on the Locational Atlas as the J. Pickens Farm.) The 1½-story rear section of the house was apparently built soon after Nathan Thompson bought the property in 1806. The front section of the house dates from the mid-19th century, when it was owned by Thomas Jefferson and Rosetta Thompson. Newlyweds Henry and Inez Gardiner bought the property in 1890 and updated the house with a Queen Anne-style tower, giving the house a picturesque appearance.

13/13 William Thompson House *23511 Shiloh Church Road*

This simple three-bay farmhouse has been nearly engulfed by later additions on all four sides which obscure its original building form. It should be removed from the *Locational Atlas*.

13/18 George W. Hilton Farm *22222 Ridge Road*

This abandoned 20th century dairy farm, once owned by State Legislator George W. Hilton and later owned by the King family, is not recommended for designation. The outstanding Queen Anne style farmhouse was burned to the ground in 1991. It had been abandoned for many years. The 20th century dairy barns are also in deteriorating condition but were once among the finest in the County.

13/21 William Shaw Farm *13601 West Old Baltimore Road*

The William Shaw Farm is not recommended for Master Plan designation. Built in the late 1800's, this stuccoed Gothic Revival farmhouse has been altered through the loss of its porch and enclosure of several windows on the front facade. Several outbuildings are in poor condition. The William Shaw family is buried at the top of the hill behind this house.

13/22 Shaw Cemetery (Gue Cemetery) *13601 West Old Baltimore Road*

This small family cemetery is not worthy of Master Plan designation. Unfenced and with damaged headstones of the William Shaw family from the third quarter of the 19th century, this small burial site was misnamed the Gue Cemetery in the *Locational Atlas*. It is associated with the William Shaw Farm, but has little significance historically.

13/23 Ed Waters *22625 Clarksburg Road*

Although it has some historical significance for its association with the locally-prominent Waters family, the uninhabited house is in poor condition, has been altered, and is architecturally unremarkable. The Waters family is already well represented on the Master Plan (Sites #14/43, 19/1). This resource should be removed from the Atlas.

13/26 Pyles Mill & Log House *15000 West Old Baltimore Road*

The sawmill has been substantially altered since it was converted to a residence in the 1940s. Windows of various sizes have been added, including a picture window and a bay window, two shed-roofed additions were constructed, and the building was encased in vertically scored plywood siding. The gable roof is covered with corrugated metal. The log house is no longer extant. This resource should be removed from the Atlas.

13/27 John Carlin House 15801 West Old Baltimore Road

Though the house was once a showplace with its landmark setting and finely detailed house, it has since been subjected to numerous incompatible changes which, together with its dilapidated condition, render it unworthy of designation.

13/29 William Reid Farm 21301 Slidell Road

The farm has some historical association, having been owned by the Reid-Kingsbury family for almost 150 years. The buildings, however, have lost much of their architectural integrity and are in dilapidated condition.

14/25 William H. Poole House 24141 Kings Valley Road

This resource is architecturally significant as an example of the Two-Door House, an uncommon building form in Montgomery County, being a house with paired front entrances. This example is particularly noteworthy because it seems to have evolved out of the changing needs of its occupants. Among the Pennsylvania Germans, as with the Dutch of New York, two-door houses were traditional buildings in cultures which didn't share the English central-hall plan. The doors allowed separate uses, with the house divided in half with one door for everyday family use leading to an informal living room, and the other reserved for guests leading to a parlor or dining room.

The house was built by 1860 when William and Hannah Poole acquired the 105-acre property from Hannah's father, Allen Miles. In 1887, improvements were made valued at \$450. The Pooles owned the property until 1902.

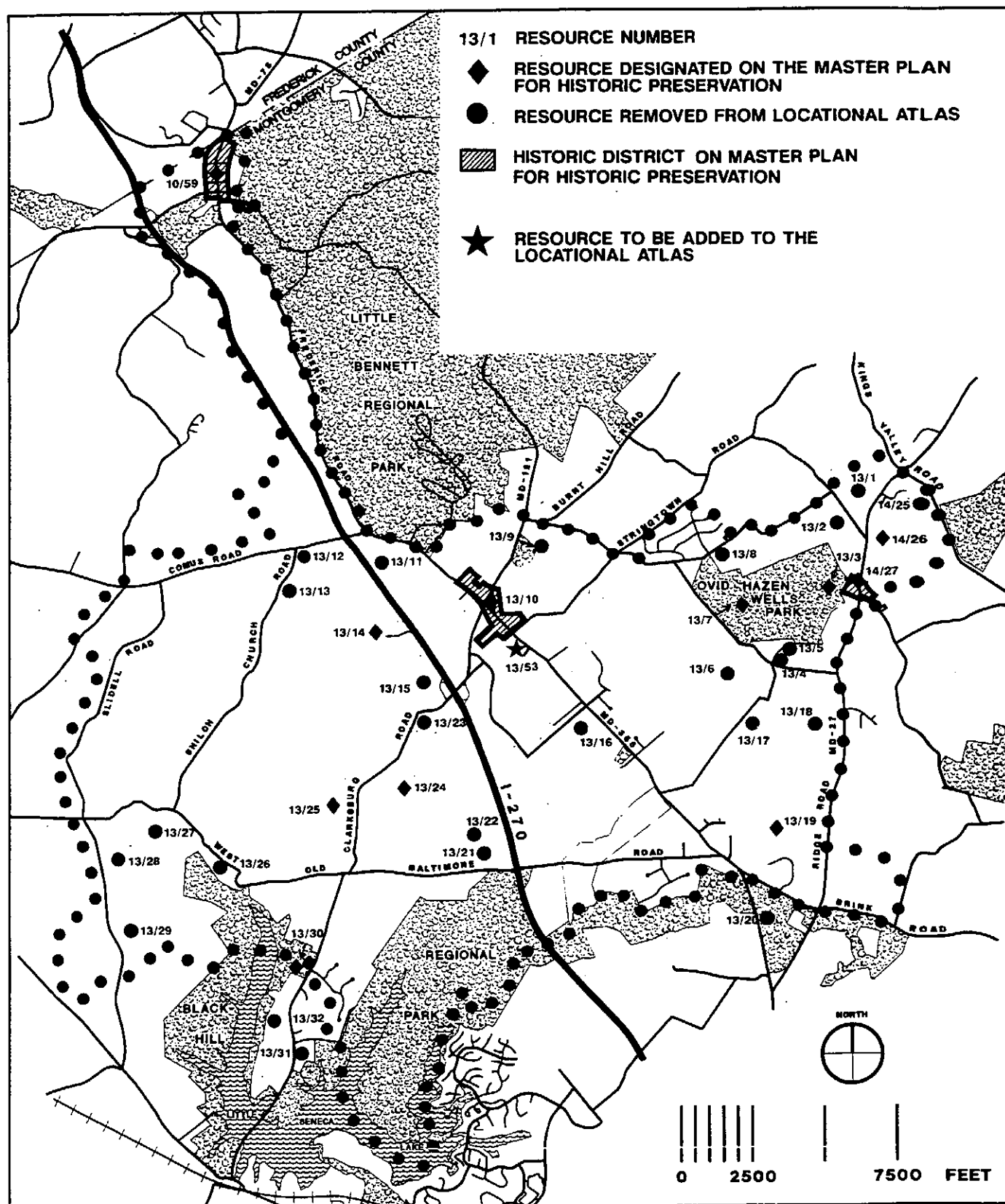
ADDED TO THE LOCATIONAL ATLAS**13/53 Dowden's Ordinary Site and Marker 23515 Frederick Road**

The Dowden's Ordinary Site and Marker, just south of the Clarksburg Historic District, is added to the Locational Atlas. At this location a marker was placed by the Janet Montgomery Chapter of the Daughters of the American Revolution in 1915 commemorating the encampment of General George E. Braddock and Col. Dunbar's Division of the Colonial and English Army April 15-17, 1755 at the site of Dowden's Ordinary. Dowden's Ordinary also served as a meeting place for the Sons of Liberty protesting the Stamp Tax prior to the American Revolution and as a dinner stop for Andrew Jackson on the way to his presidential inauguration in 1829.

The Marker is located near the west side of Frederick Road, south of Stringtown Road, where a major intersection is planned. Protection of the site is needed to prevent moving the marker from its historic location. The site may also qualify as an archeological site in the future.

Historic Resources

Figure 50



Clarksburg Master Plan Study Area Historic Resources

Table 17

Resource #	Resource Name/Address	Comments	HPC Recommends	Plan Recommends
10/59	Hyattstown District and Mill Complex Frederick Rd. (MD 355)	Important early rural town (platted 1798) and early mill complex	Included on <i>Master Plan for Historic Preservation</i>	
13/1	Barber/Nehouse Farm 11415 Hawkes Road	Vernacular farmhouse with several outbuildings	Negative	Negative
13/2	Beall (Nelson) Barn 11406 Hawkes Road		Removed from <i>Locational Atlas</i>	
13/3	Oliver Watkins House 23400 Ridge Road	Owned by M-NCPPC Vacant and deteriorated	Included on <i>Master Plan for Historic Preservation</i>	
13/4	Washington Page House 11601 Skylark Road		Removed from <i>Locational Atlas</i>	
13/5	Log House/Skylark 11601 Skylark Road		Removed from <i>Locational Atlas</i>	
13/6	Samuel Scott Farm 12020 Skylark Road		Removed from <i>Locational Atlas</i>	
13/7	Ned Watkins House 12001 Skylark Road	Owned by M-NCPPC	Included on <i>Master Plan for Historic Preservation</i>	
13/8	Ed Burdette Farm 12200 Piedmont Road	Occupied vernacular farmhouse with outbuildings	Negative	Negative
13/9	Clark Cemetery E. of Kings Pond Park, off Clarksburg Road	Cemetery in farmed field; headstones (c. 1810) stored at Little Bennett Park	Negative	Negative
13/10	Clarksburg District Frederick Road	Residential and commercial buildings from early 19th to early 20th cent.	Included on <i>Master Plan for Historic Preservation</i>	
13/10-1	Clarksburg School 13530 Redgrave Place	Frame 2-room school house, built 1909	Included on <i>Master Plan for Historic Preservation</i>	
13/11	Ed Lewis House 23730 Frederick Road	Log & Frame house with outbuildings	Negative	Negative
13/12	Thomas Jefferson Thompson (J. Pickens) Farm 23701 Shiloh Church Road	Vernacular house & outbuildings	Negative	Negative
13/13	William Thompson Farm 23511 Shiloh Church Road	Vernacular central entry house with slate roof	Negative	Negative
13/14	Moneysworth Farm 22900 Whelan Lane	Owned by Montgomery County, Managed by Facilities & Services; Vacant & deteriorated; On site of proposed jail	Included on <i>Master Plan for Historic Preservation</i>	
13/15	Elizabeth Powers House Boys-Clarksburg Road		Removed from <i>Locational Atlas</i>	
13/16	Benjamin Reed House Slidell & Old Baltimore Roads		Removed from <i>Locational Atlas</i>	

Clarksburg Master Plan Study Area Historic Resources (cont.)

Table 17

Resource #	Resource Name/Address	Comments	HPC Recommends	Plan Recommends
13/17	Charles Purdum House (Ruins) 22731 Newcut Road		Removed from <i>Locational Atlas</i>	
13/18	George W. Hilton Farm 22222 Ridge Road.	Unusually ornate farmhouse; vacate & deteriorated	Negative	Negative
13/19	Howes (Elizabeth Waters) 22010 Ridge Road	Being renovated as a Country Inn	Positive	Positive
13/20	Waters Log House Frederick Road		Removed from <i>Locational Atlas</i>	
13/21	William Shaw Farm 13601 West Old Baltimore Road	Occupied house with outbuildings; horse stables	Negative	Negative
13/22	Shaw (Gue) Cemetery 13601 West Old Baltimore Rd.	Small family cemetery; stones beneath grove of trees	Positive	Negative
13/23	Ed Waters Farm 22625 Clarksburg Road	Vernacular house and outbuildings; deteriorated condition	Negative	Negative
13/24	Byrne/Warfield House 22415 Clarksburg Road	Vernacular late Victorian house with patterned shingles in gable; outbuildings	Positive	Positive
13/25	Cephas Summers House 22300 Clarksburg Road	_____	Negative	Positive
13/26	Pyles Log House & Mill Site 15000 W. Old Baltimore Road	Vernacular frame mill building, circa 1826; converted to dwelling in 1940s; altered	Negative	Negative
13/27	John Carlin House 15801 W. Old Baltimore Road	Vernacular Gothic Revival farmhouse and outbuildings; deteriorated condition	Positive	Negative
13/28	Slidell School Slidell & Old Baltimore Roads	_____	Removed from <i>Locational Atlas</i>	
13/29	William Reid House 20725 Clarksburg Road	Vernacular farmhouse, circa 1880s-90s and outbuildings; deteriorated condition	Negative	Negative
13/30	Highview/Burdette Hotel 21010 Clarksburg Road	Built as summer resort hotel, 1887; Second Empire design; slate roof	Included on <i>Master Plan for Historic Preservation</i>	
13/31	William Burdette House 20725 Clarksburg Road		Removed from <i>Locational Atlas</i>	
13/32	Ten Mile Creek Road Ten Mile Creek Road		Removed from <i>Locational Atlas</i>	
13/53	Dowden's Ordinary Site and Marker 23515 Frederick Road	DAR Marker, placed in 1915, to commemorate French and Indian War encampment and site of Dowden's Ordinary	Add to <i>Locational Atlas</i> pending future evaluation	
14/25	William H. Poole House 24141 Kings Valley Road	Vernacular house, circa 1870s - 80s; now stuccoed	Negative	Negative

Clarksburg Master Plan Study Area Historic Resources (cont.)

Table 17

Resource #	Resource Name/Address	Comments	HPC Recommends	Plan Recommends
14/26	Salem Methodist Church 23725 Ridge Road	Vernacular Gothic Revival frame church, 1907; corner bell tower, lancet windows	Positive	Positive
14/27	Cedar Grove District Ridge Road and Davis Mill Road	General Store; Upper Seneca Baptist Church, and four houses dating from circa 1870 - 1912	Included on <i>Master Plan for Historic Preservation</i>	

Implementation Strategies

Overview

To implement the recommendations of this Plan, many actions need to be taken by a variety of governmental bodies. This Plan gives direction to implementation strategies relating to zoning, the provision of public sewer and water services, and the application of the County's Annual Growth Policy.

This Plan also proposes guidelines for subdivision and site plan review and recommends changes to the County Road Code and Zoning Ordinance which would be supportive of this Plan's recommendations for Clarksburg.

Recommended Zoning Actions

This Plan recommends that a comprehensive rezoning action (a "Sectional Map Amendment" or SMA) immediately follow the adoption of this Plan.

The comprehensive rezoning would affect three general categories of property:

1. *Properties where the current zoning would simply be confirmed.*

These properties would continue in their current zoning category.

2. *Properties which are being rezoned to implement the rural and agricultural recommendations of the Plan.*

For the most part, these properties are presently zoned R-200 (two dwelling units per acre) but the Zoning Plan recommends less dense zones (Rural Density Transfer and Rural Residential Zones).

3. *Properties which are being rezoned to higher density.*

These properties are quite extensive and include the Town Center District, a portion of the Transit Corridor District, the Cabin Branch Neighborhood, and the Newcut Road Neighborhood. Figure 39 shows the zoning pattern recommended to be implemented by the SMA. The map also identifies properties which will require separate action by County Council (approval of a "floating zone" application) before end-state development can be achieved.

Staging Recommendations

The Need for Staging

The development of Clarksburg will make a significant contribution to the County's long term housing needs, especially in terms of single-family homes. This fact argues for the early development of Clarksburg. At the same time, a significant amount of infrastructure will be needed to implement this Plan, including a new interchange along I-270, new highways, schools, a library, and parks.

A fiscal impact analysis by the Montgomery County Office of Planning Implementation (OPI) examined the capital costs and funding sources associated with these facilities. The key question addressed by the Fiscal Impact Analysis Report was whether the County alone could afford to pay for the capital improvements it would traditionally program using only the taxes from new development.

The report concluded that County revenues would need to be supplemented by developer funding. Developers currently contribute to capital projects in the County in several ways. Some of these include land dedication, in-kind contributions, impact taxes, a systems development charge, and funding in the Capital Improvements Program. Additional funding sources that should be considered include the Construction Excise Tax and development districts. Examples of types of other revenue sources that are not currently under consideration but could emerge over the long term implementation of the Plan include user fees, other property taxes, or gas taxes. Some or all of these revenue sources will be needed in Clarksburg.

This Plan supports staging strategies that are responsive to fiscal concerns and recommends development that is keyed to revenue mechanisms being in place or imminent. This Plan also recognizes that the staging of development is critical if Clarksburg is to coordinate the timing of development with the provi-

sion of public facilities, develop a strong community identity, and protect environmentally fragile watersheds.

Finally, it should be noted that the staging recommendations of this Plan are designed to affect the timing of private development and public facilities, not the total amount, type, or mix of development. These issues are dealt with in other sections of this Plan.

Staging Principles

This Plan presents seven guiding staging principles related to critical concerns and opportunities in Clarksburg. These staging principles, which are integral components of this Master Plan, provide a general framework and guidance for the future staging or timing of private development and the provision of public facilities in Clarksburg:

Principle #1: Wastewater Treatment and Conveyance Limitations

Sewage treatment and conveyance capacity in the Seneca Creek basin is severely constrained and will limit any new development in Clarksburg in the foreseeable future.

The sewerage system in the Seneca Creek drainage basins provides sewer service to areas such as Germantown and some portions of Gaithersburg, and will be extended in the future to provide sewer service to Clarksburg. The sewerage system within the Seneca Creek basin consists of gravity sewers, pumping stations, and force mains. Ultimately, this system converges at the Seneca Wastewater Treatment Plant (WWTP) and the Wastewater Pumping Stations (WWPS) complex on Great Seneca Creek.

The Seneca Creek sewerage system is experiencing capacity problems in two key areas:

Wastewater Conveyance: There are currently several constraints in the sewerage system within the Seneca Creek basin that inhibit getting wastewater flows from their source to the Seneca WWTP/WWPS complex. Several projects to relieve these problems are currently under study or are adopted in the FY 94 Washington Suburban Sanitary Commission Capital Improvement Program (WSSC CIP) or proposed in the FY 95 WSSC CIP.

Wastewater Treatment: The Seneca WWTP/WWPS complex is currently operating near its capacity.

To meet the County's future wastewater needs in the Seneca Creek basin, additional major wastewater treatment projects are required. Currently, no specific solution to the Seneca Creek wastewater treatment problem has been adopted since it is the subject of the present Seneca/Potomac Study. The most optimistic outlook suggests that if a decision regarding a waste-

water treatment solution is reached within the next few months, the projects could be programmed into the 1996 CIP.

Any long term solution would have a design and construction period of at least five years, meaning that new capacity will not be available until sometime after the year 2000.

Limited wastewater treatment and conveyance capacity is clearly a constraint to further Clarksburg development until appropriate solutions are programmed into the CIP and constructed. Due to the severe sewage conveyance and treatment constraints in the Seneca Creek basin, this Plan recommends that private development be staged so that no new development should proceed until necessary wastewater conveyance and treatment solutions are fully programmed in the first four years of the CIP, except (1) those which have already received sewer permit authorizations (COMSAT, Gateway 270, and the Damascus Middle School), 2) the Pancar property, and (3) the Town Center area not in the Ten Mile Creek Watershed.

Principle #2: Fiscal Concerns

The timing and sequence of development in Clarksburg should be responsive to the likelihood that funding for the capital improvements required by new growth in the area will come from a variety of sources, including the County and private development.

The County is expected to program the schools, local roads, and other community facilities in the Master Plan using both public and private funding sources. An analysis by the Office of Planning Implementation concluded that if the County had to fund the master planned improvements using only a portion of the taxes from new development, a funding shortfall of \$75 million to \$100 million could result over a 20-year period. In light of this finding, it is clear that staged development should be conditioned on the ability of private developers to fund a significant portion of the infrastructure improvements called for in the Plan or the availability of other new sources of revenues.

Under current County fiscal policy, approximately 10 percent of the taxes generated by new development are available for capital projects. Other sources of public funds could include the State and additional contributions from the County. Private sources of funds could include land dedication, developer contributions (in-kind or in-cash), construction excise taxes, development district payments, or other development fees.

This Plan recognizes, that while the specific details and implementation mechanisms related to alternative funding mechanisms are not well known at this time, in all likelihood, more than one source of private funds will be needed and used in the Clarksburg area. In particular, it is possible that more than one development district could be used. The County should carefully evaluate the use of all alternative financing mechanisms to ensure that they do indeed make significant contributions towards the facilities called for in the Plan.

Principle #3: Coordination of Land Development and Public Infrastructure

Land development should be coordinated with the provision of major capital improvements, such as the sewerage system and the transportation network.

Staging policies should be developed to coordinate the timing of land development in Clarksburg with the provision of such public improvements as roads, sewerage facilities, schools, parks, libraries, and police and fire stations. Such capital facilities can best be financed without undue burden to the County and its taxpayers if the facilities are built in a logical, rational fashion, servicing only a few compact development areas at any one time, and proceeding in later stages to build out from already developed areas in a logical incremental sequence. By this means, the County can avoid the high tax burden of scattered, piecemeal development which forces wasteful public expenditures for expensive, but underutilized, public facilities.

This coordination of land development with the provision of public infrastructure is particularly important, given the estimated \$75 million revenue shortfall for Clarksburg. The economies of scale offered by geographic staging will enable the County to make the best possible use of the limited funding available for Clarksburg.

Principle #4: Development of a Strong Community Identity

The timing and sequence of development should reinforce the Master Plan's community design and identity goals for Clarksburg.

The timing and sequence of development is critical to helping Clarksburg achieve its vision as a transit- and pedestrian-oriented town surrounded by open space. To help promote a strong sense of community identity and design, staging of public facilities and private development should accomplish the following:

- **The Town Center:** Encourage the early development of the Town Center to create a strong sense of community identity and to provide a model for later development in other areas.

An early focus on the development of a vital, mixed use Town Center for Clarksburg can be achieved through the careful staging of both public facilities and private development. For example, this Plan favors initial development east of I-270 where great care has been taken to recommend a land use pattern that fosters a mix of housing, retail uses, employment, community facilities and transit usage. Similarly, this Plan allows the construction of a developer-funded pump station, which would pump over wastewater from the Town Center to an existing sewer trunkline. Such a temporary pump-over facility would allow the Town Center to proceed with early development rather than wait for the completion of a stream valley gravity line that will ultimately serve the area. Finally, this Master

Plan encourages residential development patterns that best support a strong Town Center identity early on. For instance, residential development in the Newcut Road Neighborhood should be phased to encourage development closest to the Town Center to proceed first.

- **The Transitway:** Assure that areas planned for higher density development near transit are not preempted by less intensive uses.
- **School-Based Neighborhoods:** Recognize that schools are an essential component of community life and an integral part of community design and development, and should form the basis for neighborhood units in Clarksburg.

To promote school-based neighborhoods, each stage of development should strive to provide, in conjunction with existing development where possible, an adequate number of dwelling units to support at least one elementary school. Montgomery County Public Schools currently estimates that between 1,800 and 2,200 housing units are needed to support an elementary school. Similarly, the County should have opportunities to obtain school site dedication in each stage of development

- **Balanced Socio-Economic Mix:** Provide a suitable mix of dwelling units to ensure a balanced socio-economic mix for schools in the areas. Ideally, each stage should strive to achieve a mix similar to the overall Master Plan mix of units.

Such a variety of housing products in every stage promotes an active, healthy real estate market and provides consumers with a range of housing choices, prices, and living styles.

- **Coordinated Residential and Commercial Development:** Provide for sufficient residential units to support Town Center retail and commercial activities.

This Plan recognizes that retail uses are critical to the vitality of a community and can play a significant role in reinforcing the Town Center as a central focus for the entire Clarksburg area. Once a sufficient critical mass of housing units are in place to support a retail center (retailers indicate that approximately 3,500 to 4,000 dwelling units are needed to support a retail development that includes a grocery store), this Plan recommends that early retail development priority be given to the Town Center. Retail development in the Newcut Road and Cabin Branch neighborhoods should follow the development of approximately 90,000 square feet of retail uses in the Town Center.

Principle #5: Market Responsiveness

Staging should respond to near-term market demand for single-family housing and long-term demand for employment.

Staging in Clarksburg should respond, as much as possible, to the growing pressures for more single-family housing in the County. Development should be staged so that a reasonable share of the County's future annual residential growth can be accommodated in Clarksburg over time. Staging should also respond to long-term employment demand that is expected along the I-270 corridor.

Principle #6: Water Quality Protection

The timing and sequence of development in Clarksburg should respond to the unique environmental qualities of the area and help mitigate, in particular, development impacts to the environmentally sensitive stream valleys in the Ten Mile Creek watershed.

Clarksburg offers a rich array of environmental resources, including Little Seneca Lake, streams with very high water quality, a large number of stream headwaters, extensive tree stands, and an impressive array of flora and fauna, particularly in stream valleys. Staging serves as an essential tool for assisting with the mitigation of development-related impacts in Clarksburg's environmentally fragile, high quality stream valleys.

Significant changes in water quality regulation can be expected during the next few years. A new water quality zoning text amendment was approved by the Planning Board in the spring of 1994 for transmittal to the County Council. If this new water quality review process is approved, it will be highly desirable to limit early development in Clarksburg to one or two less environmentally sensitive sub-watersheds (such as those found on the east side of I-270) so that Department of Environmental Protection (DEP) can conduct the necessary baseline stream monitoring for the proposed program and test the effectiveness of best management practices in protecting water quality.

Such baseline monitoring and evaluation will better enable the County and Ten Mile Creek property owners to work together in developing effective best management practices for Clarksburg's most environmentally fragile watershed.

Delaying development in the Ten Mile Creek watershed will provide these property owners with the opportunity to pursue voluntary measures to protect water quality in the environmentally fragile Ten-Mile Creek watershed. Such measures might include stream restoration, afforestation/reforestation, and modified agricultural practices.

Principle #7: Responsiveness to the Site Location of FDA

The Federal Food and Drug Administration (FDA) is currently reviewing a number of sites in Clarksburg and other Montgomery County communities that

can accommodate the development of 2.5 million gross square feet of office, industrial, laboratory, and related uses.

This Plan recognizes the significant impacts that such a decision would have on Clarksburg and acknowledges that the selection of a Clarksburg site for FDA would require modifications to the recommended land use and to the staging elements contained in this chapter.

The Geography of Staging

The areas affected by this Plan's staging recommendations are shown in Figure 16, page 35.

The following areas are not included in the staging plan:

Hyattstown: This community has public health problems due to failing septic systems, which must be corrected immediately. Development in Hyattstown may proceed immediately, subject to the availability of adequate sewerage facilities.

Rural Density Development: Rural density development, zoned for one unit per five-acre density or less, may proceed based on the availability of wells and septic facilities.

Public Uses on Site 30: Public uses on Site 30, such as the planned detention center site, are not included in this staging plan.

Previously Approved Development in the Pipeline: Previously approved development will not be addressed by the staging plan. However, any requests for water and sewer plan changes in these areas will be subject to the availability of wastewater treatment and conveyance capacity in the Seneca Creek basin and consistency with the water and sewer service areas delineated in Figure 51, page 202.

The Staging Sequence for Private Development

To provide for the orderly and fiscally responsible development of public facilities, promote the development of a strong community identity, and allow for the implementation and evaluation of the County's water quality review process to examine whether best management practices can mitigate the impacts of development on the environmentally fragile Ten-Mile Creek watershed, this Plan recommends that four Master Plan stages guide the sequencing of public facilities and private development in Clarksburg.

Each stage will be initiated or "triggered" once all of the triggers described in Tables 18 through 21 have been met for that stage. Thus, no stage is dependent on the complete buildout of prior stages. A number of stages do, however, share the same triggers. With the exception of stage 1, all stages require State and County enabling legislation for development districts or that alternative

financing mechanisms are in place. Stages 2, 3, and 4 also require the adoption of new Executive water quality review regulations before development may proceed. Stages 3 and 4 are also predicated upon the resolution of wastewater treatment and conveyance problems in the Seneca Creek basin.

After a stage has been triggered, individual developments within that stage can proceed once public agencies and the developer have complied with all of that stage's implementing mechanisms and the traditional regulatory requirements of that property's zoning. Unlike some plans, where staging has been implemented primarily through incremental rezonings of major areas of a plan, this Plan relies on such mechanisms as the County's Comprehensive Water Supply and Sewerage Systems Plan, the Annual Growth Policy (AGP) and Adequate Public Facilities Ordinance (APFO), floating zone approvals, and the formation of development districts (or other financing mechanisms) to implement the Plan's staging policies. These implementing mechanisms are described in greater detail in later portions of this Plan.

The triggers and implementation mechanisms for Clarksburg's four stages of development are detailed in Tables 18 through 21. Briefly, they can be described as follows:

Stage 1:

This stage applies to those major developments in Clarksburg that have existing sewer authorizations. Specifically, it includes such private office development as COMSAT and Gateway 270, and the new Damascus Middle School. This stage also includes the Pancar property. The properties in this stage may proceed immediately with development subject to existing regulatory review procedures.

Stage 2:

This stage includes those portions of the Town Center District that do not drain into the Ten Mile Creek watershed and that could logically be served by an interim pump station. It includes approximately 1,650 residential units and 300,000 square feet of retail uses.

In addition to the triggers described above, it should be noted that this stage may not begin until WSSC and the County Executive indicate that sufficient wastewater treatment and conveyance system capacity exists to accommodate Town Center development and that providing sewer to the Clarksburg Town Center will not stop the Germantown Town Center from developing based on not having available sewer flow when it needs it.

Stage 3:

This stage applies to all portions of Clarksburg located east of I-270 (but not in the Ten Mile Creek watershed) and the Cabin Branch Neighborhood. It includes approximately 8,370 housing units and more than two million square feet of commercial, industrial, and office development. In addition to the conditions described above, this stage will not be allowed to proceed until waste-

Stage 1 (Under way)

*Table 18***Description**

Stage 1 includes those properties in Clarksburg that have existing sewer authorizations (COMSAT, Gateway 270, and the Damascus Middle School, and the Pancar property, a grandfathered property with a completed subdivision application prior to initiation of this Plan).

Staging Triggers

None. Can proceed with development once necessary building permits and sewer hook-ups have been granted.

Implementing Mechanism

Properties in this stage subject to existing regulatory review processes, including AGP and APFO approval. No additional Master Plan implementation actions needed.

Stage 2*Table 19***Description**

Stage 2 includes those portions of the Town Center District that do not drain into the Ten Mile Creek watershed (see Figure 54, page 215).

Staging Triggers¹

- 1) Either (a) State and County enabling legislation for development districts, or (b) alternative infrastructure financing mechanisms are in place.
- 2) County Council adopts a new Water Quality Review Process (WQRP) and DEP issues Executive Regulations related to this process.
- 3) WSSC and the County Executive indicate that sufficient sewer treatment and conveyance capacity exists or is programmed to accommodate development in this stage and that sewer authorizations for the Germantown Town Center are not put at risk.

Implementing Mechanisms²

- 1) At the time of Sectional Map Amendment (SMA), the Stage 2 area in the Water and Sewer Plan is amended to S-4, W-4 by the County Council in accordance with the policy recommendations of this Master Plan. The Stage 2 area of the Water and Sewer Plan will automatically advance to S-3, W-3 upon Planning Board approval of a preliminary plan of subdivision for which WSSC and the County Executive indicate that Staging triggers 1, 2, and 3 have been met.
- 2) Properties in this stage are subject to AGP and APFO approval by the Planning Board.
- 3) One or more development districts (or alternative financing mechanisms) that can provide public facilities in accordance with the APFO and additional local determinations by the County Council are implemented.

¹ All staging triggers must be met to initiate this stage of development.

² Individual developments within this stage can proceed once public agencies and the developer have complied with all of the implementing mechanisms.

Stage 3
Table 20

Description

Stage 3 includes all portions of Clarksburg that do not drain into the Ten Mile Creek watershed, i.e., most development east of I-270 and the Cabin Branch Neighborhood (see Figure 54, page 215). Retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods will be deferred, however, until 90,000 square feet of retail uses have been established in Clarksburg's Town Center.

Staging Triggers¹

- 1) Either (a) State and County enabling legislation for development districts, or (b) alternative infrastructure financing mechanisms are in place.
 - 2) County Council adopts a new Water Quality Review Process (WQRP) and DEP issues Executive Regulations related to this process.
 - 3) Wastewater treatment and conveyance facilities, sufficient to serve all approved development in Germantown and the Stage 3 area of Clarksburg, are 100 percent funded in the first four years of the CIP.
-

Implementing Mechanisms²

- 1) Once all three of the above conditions have been met, the Stage 3 area in the Water and Sewer Plan is amended to S-3, W-3 by the County Council in accordance with the policy recommendations of this Master Plan.
 - 2) Floating zone and project plan approvals are guided by Master Plan language that recommends that retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods be deferred until 90,000 square feet of retail uses have been established in Clarksburg's Town Center.
 - 3) Floating zone approvals are guided by Master Plan language that encourages residential development patterns that best support a strong Town Center identity early in Stage 3. For example, residential development in the Newcut Road Neighborhood should be phased to encourage development closest to the Town Center to proceed first.
 - 4) Properties in this stage are subject to AGP and APFO approval by the Planning Board.
 - 5) One or more development districts (or alternative financing mechanisms) that can provide infrastructure facilities in accordance with the APFO and additional local determinations by the County Council are implemented.
-

¹ All staging triggers must be met to initiate this stage of development.

² Individual developments within this stage can proceed once public agencies and the developer have complied with all of the implementing mechanisms.



water conveyance and treatment problems in the Seneca Creek basin have been resolved and fully programmed into the first four years of the Capital Improvements Plan. In order to promote a strong community identity focused on the Clarksburg Town Center, floating zone approvals in this stage will also be guided by specific community building criteria related to the location of housing and timing of retail development (see Table 20, page 196 and the staging policies above).

Stage 4:

This stage applies to development in the Ten Mile Creek watershed, which is primarily located to the west of I-270 (the headwaters of this watershed are located in the western portion of the Town Center District). This stage includes approximately 1,700 dwelling units and 1,270,000 square feet of commercial, office, and industrial development. Due to the environmentally fragile nature of the streams in this area and the Plan's strong emphasis on community building, this stage contains the following additional triggers that must be met before development can proceed in this area. These triggers can be described as follows:

Baseline Monitoring: Baseline biological assessment of the aquatic ecosystems of the Little Seneca Creek and Ten Mile Creek watersheds, scheduled to be initiated by the Department of Environmental Protection (DEP) in July of 1994, has taken place for a minimum of three years. This baseline biological assessment will be used to measure and report changes in the biological integrity of the two watersheds.

Community Building: At least 2,000 building permits have been issued for housing units in the Newcut Road and Town Center sub-areas of Clarksburg.

As noted in the staging principles, fostering a strong community identity in the early years of development in Clarksburg is extremely important. For this reason, the Plan favors initial development east of I-270 where great care has been taken to recommend a land use pattern that fosters a mix of housing, retail uses, employment, community facilities and transit usage. To help assure that these concepts are initiated early and to help establish near term priorities for public infrastructure expenditures, this Plan recommends that Stage 4 begin only after development east of I-270 is under way.

Allowing 2,000 units to get under way east of I-270 reinforces Clarksburg's town concept by providing sufficient critical mass to support the many public and private facilities that contribute to a community's quality of life and identity. For example, Montgomery County Public Schools (MCPS) estimates that 1,800 to 2,200 housing units are needed to support an elementary school, which is not only one of the more costly public facilities needed, but also an essential component of community life and an integral part of community design and development.

Stage 4

Table 21

(This stage's triggers and implementing mechanisms are described in detail in the Plan's text. This table summarizes these detailed recommendations.)

Description

This stage allows the remaining areas of Clarksburg (i.e., those properties that drain into the Ten Mile Creek watershed) to proceed with development. (See Figure 54.)

Staging Triggers¹

- 1-2) Same triggers as for Stage 3.
- 3) Wastewater treatment and conveyance facilities, sufficient to serve all approved development in Germantown and the Stage 4 area of Clarksburg, are 100 percent funded in the first four years of the CIP.
- 4) **Baseline Monitoring:** Baseline biological assessment of the aquatic ecosystems of the Little Seneca Creek and Ten Mile Creek watersheds has taken place for a minimum of three years.
- 5) **Community Building:** At least 2,000 building permits have been issued for housing units in the Newcut Road and Town Center sub-areas of Clarksburg.
- 6) **Eastside BMP's Monitored and Evaluated:** The first Annual Report on the Water Quality Review Process following the release of 2,000 building permits in the Newcut Road and Town Center sub-areas is completed. This report will have evaluated the water quality best management practices (BMP's) and other mitigation techniques associated with Town Center/Newcut Road development and other similar developments in similar watersheds where BMP's have been monitored.

Implementing Mechanisms²

- 1) Once all of the above conditions have been met, the County Council will consider Water and Sewer Plan amendments that would permit the extension of public facilities to the Ten Mile Creek area. (See text for further discussion of these mechanisms.)
- 2) Ongoing water quality and BMP monitoring by DEP in accordance with the WQRP.
- 3) Properties in this stage are subject to AGP and APFO approval by the Planning Board.
- 4) One or several development districts (or alternative financing mechanisms) that can provide infrastructure facilities in accordance with the APFO and additional local determinations by the County Council are implemented.

¹ All staging triggers must be met to initiate this stage of development.

² Individual developments within this stage can proceed once public agencies and the developer have complied with all of the implementing mechanisms.

Eastside BMPs Monitored and Evaluated: The first Annual Report on the Water Quality Review Process (WQRP) following the release of 2,000 building permits in the Newcut Road and Town Center sub-areas is completed by the Department of Environmental Protection. This report will have evaluated the water quality best management practices (BMPs) and other mitigation techniques associated with the Town Center/Newcut Road development and other similar developments in substantially similar watersheds where BMP's have been monitored.

Once the above events occur, County Council will consider water and sewer category changes that would permit the extension of public facilities to the Ten Mile Creek area. As part of their deliberations, the Council will:

- Review the demands on the Capital Improvements Program for necessary infrastructure improvements.
- Evaluate the water quality results associated with Newcut Road and Town Center development and other similar developments in substantially similar watersheds where BMP's have been monitored and evaluated. In undertaking this evaluation, the Council shall draw upon the standards established by federal, state, and County laws and regulations and determine if the methods, facilities, and practices then being utilized by applicants as part of the water quality review process then in place are sufficient to protect Ten Mile Creek.
- Assess voluntary measures taken by property owners in the Stage 4 area to protect water quality in the environmentally fragile Ten Mile Creek watershed. Such measures might include stream restoration, afforestation/reforestation, and modified agricultural practices.

After conducting these assessments, the County Council may:

1. Grant water and sewer category changes, without placing limiting conditions upon property owners.
2. Grant water and sewer category changes, subject to property owner commitments to take additional water quality measures, such as staging of development, to protect the environmentally fragile Ten Mile Creek watershed.
3. Defer action on a Water and Sewer Plan category change, pending further study or consideration as deemed necessary and appropriate by the Council.
4. Consider such other land use actions as are deemed necessary.

Staging Implementation Mechanisms

Comprehensive Water Supply and Sewerage Systems Plan

OVERVIEW

The Montgomery County Comprehensive Water Supply and Sewerage Systems Plan (Ten-Year Plan) governs the extension of water and sewer service in the County. The overall goal of this plan is to ensure that the existing and future water supply and sewerage systems needs of the County are:

- Consistent with master plans and the provision of other public services.
- Satisfied in a cost effective manner.
- Satisfied in a manner that protects or improves County water resources, from both public health and environmental standpoints.

To provide for the orderly extension of water and sewerage service, State law and regulations have established six category designations for water and sewerage service areas. The formal mechanism for staging water and sewerage service consists of the application of the water and sewerage service categories to various areas of the County. The County Council has the authority to adopt and amend service area designations after consideration of the County Executive's recommendations, as well as comments by WSSC and M-NCPPC. Based on this action, service area maps and adopted resolutions are available for use by the general public.

The policies that govern the provision of water and sewerage service under each category are enumerated in detail in the Ten-Year Plan. In addition to policies that are specific to each category, the extension of service must be consistent with the County's comprehensive planning policies. In other words, service should be extended systematically in concert with other public facilities as defined in the General Plan and adopted master or sector plans.

Sewer construction can create both short- and long-term impacts to stream systems. Sewer alignments should be carefully selected and constructed to minimize disturbance and stream crossings and to avoid wetlands or other natural resources where possible.

THE WATER AND SEWER PLAN'S ROLE AS A STAGING MECHANISM

This Master Plan recommends that the Comprehensive Water Supply and Sewerage Systems Plan serve as one of the key implementing mechanisms for the staging of private development and the provision of public facilities in Clarksburg. Specifically, the Plan recommends that the following policies govern the programming of water and sewer service in the Clarksburg area:

1. DEP will initiate a comprehensive Water and Sewer Plan amendment that modifies Clarksburg's sewer and water categories in accordance with the

recommendations of this Master Plan. It will be undertaken concurrently with the Sectional Map Amendment described above. Such a comprehensive amendment should modify the water and sewer categories for the Master Plan staging areas as follows:

- a. Properties in Stage 1 should be moved into categories S-1 and W-1.
 - b. Properties in Stage 2 should be moved into categories S-4 and W-4.
 - c. Properties in Stage 3 should be moved into categories S-5 and W-5.
 - d. All other properties in the Planning area, including properties in Stage 4, should be moved into categories S-6 and W-6.
2. Subsequent Water and Sewer Plan amendments be of a comprehensive or area-wide nature only, and consistent with this Master Plan's staging principles and recommendations. These subsequent Water and Sewer Plan amendments should not take place until all of the prerequisite triggers for each stage of development have been met (see Tables 18 through 21) and the County Council determines that the category changes are consistent with the policies of the Comprehensive Water Supply Sewerage Systems Plan.

To implement the staging recommendations of this Plan, Figure 51, "Recommended Sewer and Water Staging for Clarksburg," should be used as guidance for future amendments to the existing Water and Sewer Plan. The water and sewer service sequencing outlined in Figure 51 can be described as follows:

Areas Not Planned for Service

Those areas that will not be served include areas recommended for RDT and Rural zoning. In the transition areas near Ten Mile Creek, the sewer service line will be coterminous with the TDR zoning line. These areas will be put in categories W-6 and S-6, with a note that community service is not anticipated.

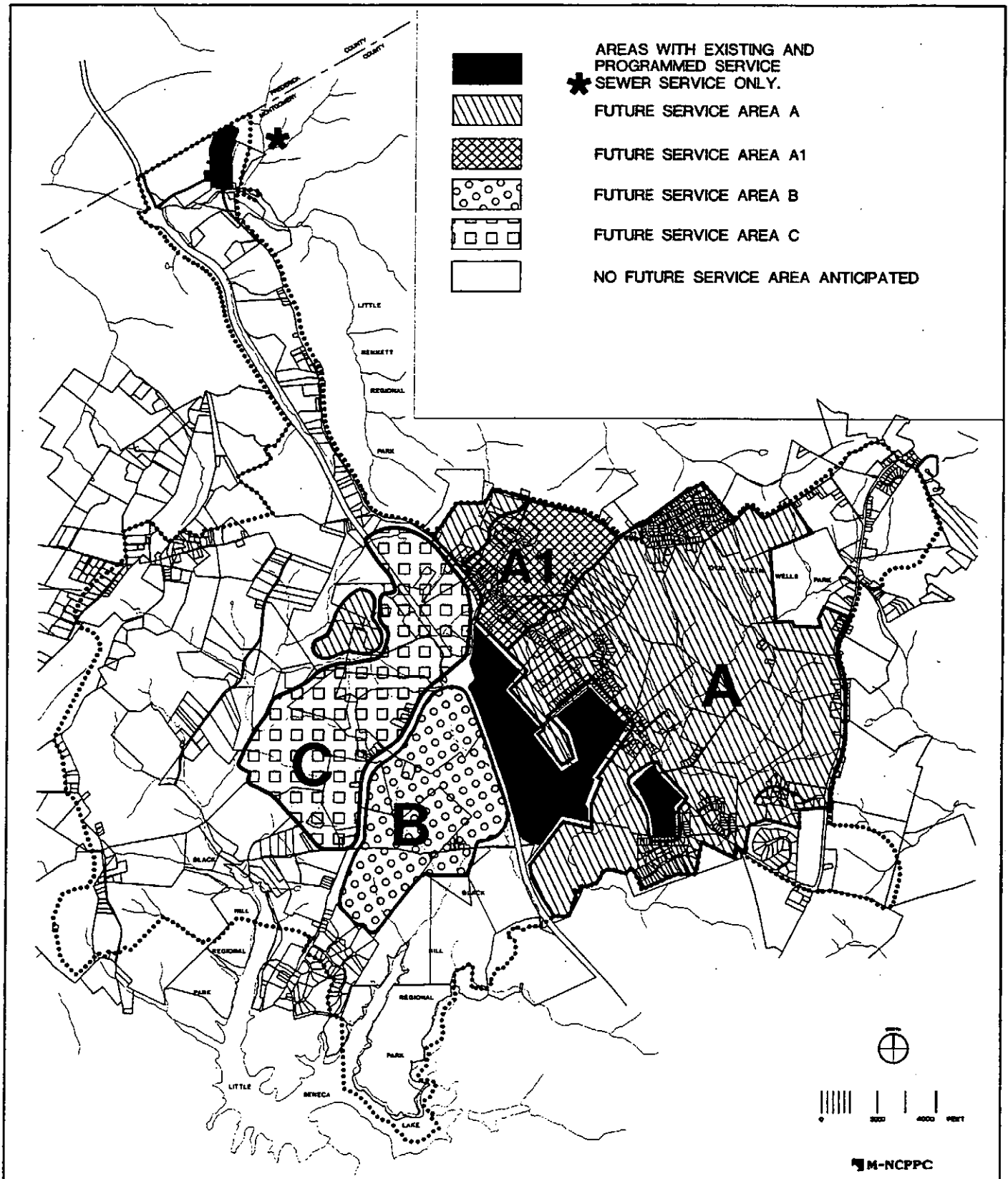
The Existing and Programmed Service Area

This group includes those areas that can be served now with existing lines plus areas that will be served in the near term when currently programmed projects are completed. This area includes Comsat, Gateway 270, the Damascus Middle School, Hyattstown, and the Pancar property. This area is generally consistent with areas given priority for development in Stage 1 of the Staging Plan.

The inclusion of Hyattstown in this category assumes that the Council will program a project for Hyattstown in the FY 95 Capital Improvements Program.

Recommended Sewer & Water Staging for Clarksburg

Figure 51



Future Service Area A and A-1

These areas generally include properties on the east side of I-270 in the Little Seneca Creek watershed and a portion of Site 30. These areas match the areas identified in Stages 2 and 3 of the Staging Plan.

From a facility planning perspective and from a funding point of view, the Little Seneca Trunk sewer is the preferred option for serving both the Town Center (Area A1) and the Newcut Road Neighborhood (Area A). The County should make every attempt to program such a gravity line in the FY 96 Capital Improvements Program.

There is a concern, however, that a gravity sewer may not be in place by the time the other Stage 2 triggers for the Town Center are met. To encourage the establishment of Town Center at the earliest feasible date, this Master Plan allows for the construction of a temporary pump station and force main to serve the A-1 area. The service area should be limited to those properties that can logically be sewerred by a pump station that would tie into the existing sewer line.

Future Service Area B

This area includes properties in the Cabin Branch watershed. It is comparable to the portion of Stage 3 in the Staging Plan located west of I-270. The major developable properties are the Clarksburg Triangle and the Reid Farm. The employment area along I-270 could be served separately by a gravity sewer line.

Future Service Area C

This area includes those properties in the Ten Mile Creek watershed, including properties on the east side of I-270 on the western edge of the Town Center and the eastern portion of Site 30. This service area is generally consistent with the Stage 4 boundaries shown in the Staging Plan.

Floating Zone Approvals

Floating zone designations are recommended by this Master Plan for a number of parcels in the Clarksburg area. In order for such rezoning to take place, the County Council must find that the proposed rezoning for these parcels be compatible with surrounding uses and in accord with the expressed purposes and requirements of the zone. In addition to these traditional requirements, this Master Plan recommends that:

1. Floating zone designations for properties in Stages 2, 3, and 4 not be included as part of the initial, comprehensive rezoning (SMA) described earlier in this chapter. Floating zones should not be approved for these stages until all of the triggers for the stage within which the floating zone is located have been met.

2. Floating zone approvals are guided by Master Plan language that recommends that retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods be deferred until a portion of the retail in Clarksburg's Town Center has been developed.
3. Floating zone approvals are guided by Master Plan language that encourages residential development patterns that best support a strong Town Center identity early in Stage 2. For example, residential development in the Newcut Road Neighborhood should be phased to encourage development closest to the Town Center to proceed first.

The Adequate Public Facilities Ordinance (APFO) and the Annual Growth Policy (AGP)

The Adequate Public Facilities Ordinance (APFO) promotes orderly growth by synchronizing development with the availability of public facilities needed to support that development. The Montgomery County Planning Board administers the APFO at the time of subdivision review.

In April of 1986, the County Council enacted legislation which established an Annual Growth Policy (AGP) for the County. Since that time, the Council has used the AGP to match the timing of private development with the availability of public facilities by setting staging ceilings for individual policy areas. The timing aspect of the AGP cannot be over-emphasized. The AGP is designed to affect the staging of development, not the location, total amount, type, or mix of development. Currently, the Clarksburg study area is not covered by AGP staging ceilings because it is not part of a separate policy area.

Development Districts or Similar Alternative Financing Mechanisms

Development District enabling legislation was passed by the State legislature in 1994. Separate enabling legislation at the local level is currently under review by the County Council.

A development district can briefly be described as a special taxing district that has the authority to finance public infrastructure improvements needed to support land development by issuing tax-exempt bonds and/or collecting special assessment, special taxes, or tax increments within the district. Property owners would initiate development district formation and make a commitment to finance costs in excess of County expenditures for the infrastructure needed to meet all adequate public facility requirements in the proposed district. The determination of adequate facilities for a development district would be made by the Planning Board and County Council.

According to the enabling legislation currently under review by the County Council, development districts would largely consist of undeveloped or underdeveloped land. Development districts could potentially fund such infrastructure improvements as schools, police and fire stations, sewer and water systems, roads, transit facilities, parks, and recreation facilities. They are not intended, however, as a financing mechanism for infrastructure improvements that are considered the responsibility of a single developer under the Planning Board's site plan and adequate facilities requirements.

Development districts are viewed as a valuable tool for providing joint public/private financing of public infrastructure required by new development in largely undeveloped areas.

Water Quality Review Process

A new Water Quality Review Process (WQRP) zoning text amendment was approved by the Planning Board in the spring of 1994 and forwarded to the County Council for adoption. The text amendment relies initially on the use of interim water quality goals, accompanied by a program of iterative and progressive upgrading of design standards for mitigation measures and enhanced provisions for maintenance. It is anticipated that eventually this process will lead to the development of enforceable performance criteria.

To accomplish these goals, the new water quality review process calls for:

- **Baseline Monitoring:** The Department of Environmental Protection will conduct baseline monitoring of specified high quality watersheds. This monitoring would consist of a biological assessment of the basin's aquatic ecosystems and would allow for the comparison of water quality conditions before and after development.
- **Goal Setting:** The Department of Environmental Protection will develop interim design goals related to best management practice (BMP) performance and water quality protection, leading ultimately to enforceable performance criteria.
- **Ongoing Monitoring:** The Department of Environmental Protection will oversee developer-funded monitoring of stormwater management facilities and other BMP's and monitor in-stream water quality associated with development projects.
- **Performance Evaluation:** County agencies will provide an ongoing assessment of the ability of different BMP's to protect water quality. These findings will be included in an Annual Report on the Water Quality Review Process to be submitted to the County Council.
- **Improved Design Standards:** The Department of Environmental Protection will modify BMP design criteria based on non-achievement of interim goals as verified through BMP and in-stream monitoring.

Based on the results of required monitoring, both the overall and the limits of mitigation in protecting water quality will be clearly defined over time.

Recommended Guidelines for the Review of Subdivisions and Site Plans in Clarksburg

Environmental Guidelines for Regulatory Review

Water Quality Protection

The Master Plan recommendations attempt to balance the need for Clarksburg's growth against the negative development effects on the natural environment. As stated in the Environmental Plan chapter, M-NCPPC's January 1993 Environmental Guidelines: Guidelines for Environmental Management of Development in Montgomery County already provides guidance on protection of environmentally sensitive areas such as stream valleys, wetlands, floodplains, endangered species' habitats, and steep slopes. In Clarksburg, stream buffers a minimum of 125 feet on each side of the stream will be required throughout the Study Area to protect the physical features in and around perennial and intermittent streams. There are County regulations prohibiting development in 100-year floodplains and requiring stormwater management to be addressed.

This Plan recommends the Environmental Guidelines be amended to afford environmentally sensitive areas like Clarksburg more protection during the development process. The areas shown in Figure 52 as "Special Protection Areas" (SPA) are based on the environmental analysis done for the Master Plan and guidance from Maryland Department of the Environment and Maryland Department of Natural Resources.

"Special Protection Areas" are geographic areas where identified sensitive environmental resources require measures beyond current standards to assure those resources are protected to the greatest extent possible from development activities. The Greenhorne & O'Mara report, Clarksburg Environmental and Water Resources Study, June 30, 1992, identified stream segments where heated runoff from intensive development was predicted to cause moderate to severe thermal impacts to the receiving streams. This study also identified isolated areas outside the stream buffers that have the highest risk of groundwater contamination; those areas occur in the Cabin Branch and Little Seneca Creek watersheds. The intensive developments proposed for the portions of Ten Mile Creek and M-83 in Wildcat Branch in the Great Seneca Creek watershed are appropriate for use of the SPA development guidelines because of their location in fragile stream systems. As shown in Figure 46, this covers the following sub-watersheds:

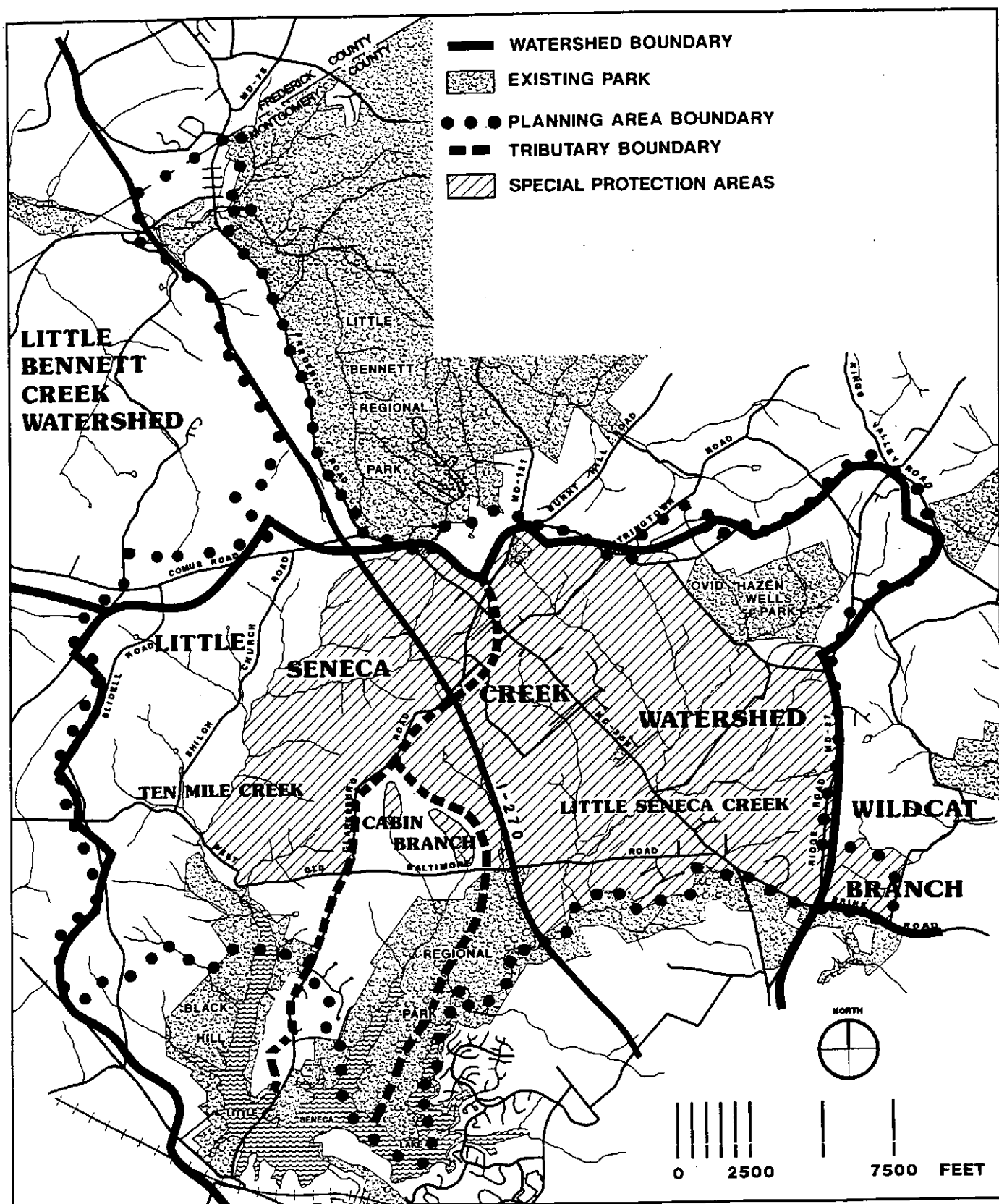
Little Seneca Creek — From Skylark Road downstream to Study Area boundary. All tributaries draining to Little Seneca Creek are included in this.

Ten Mile Creek — Land draining to any tributary or the mainstream east of Ten Mile Creek and north of West Old Baltimore Road. This includes all tributaries of Ten Mile Creek that drain the Town Center.

Wildcat Branch (Great Seneca Creek Watershed) — Tributaries within the Study Area that receive runoff from the Brink Road Transition Area and

Special Protection Areas

Figure 52



Midcounty Highway. This designation should also include tributaries adjacent to Midcounty Highway that are outside the study area boundary, since they will be directly affected by what occurs in the Clarksburg Master Plan Study Area.

Cabin Branch — Two isolated areas outside the stream buffer where groundwater contamination is a possibility.

Development proposals in these areas should address specific objectives designed to counter development effects and meet SPA goals in these sensitive watersheds. The Master Plan recommends that the *Environmental Guidelines* be revised to incorporate these objectives that can be applied throughout the County to development in Special Protection Areas. There may also be additional County and state regulations that should be reviewed and amended as needed to facilitate implementation of the SPA objectives.

The *Guidelines for Environmental Management* should be amended to include these development objectives for the Clarksburg Special Protection Area:

- Use performance monitoring to examine development effects on stream quality and to evaluate effectiveness of BMP's and stormwater management techniques.
- Provide opportunities to maintain baseflow in streams and wetlands through site design or structural methods.
- Provide opportunities for groundwater and wetlands recharge.
- Minimize potential for groundwater contamination.
- Use a series of water quality BMP's for maximum pollutant removal efficiency.
- Reduce high runoff temperatures from impervious surfaces and mitigate thermal effects from Stormwater Management (SWM) treatment.

All environmental guidelines should be applied equally to both private development and to public sector development, such as Site 30, school sites and other institutional uses. County facilities and facilities to be built for private use on public land must pass the same level of scrutiny even though they can proceed through the mandatory referral process that only solicits recommendations from the Planning Board. These facilities should expect to include on-site stormwater management, stream buffers, and forestation areas as County or M-NCPPC requirements call for them

Stormwater Management

This Plan strongly encourages the use of on-site SWM facilities, with proper maintenance, but allows for flexibility in site-by-site review.

Part of the consultant's Water Resources Study dealt with identifying possible locations for regional stormwater management facilities. Although this method is not as desirable as on-site SWM due to the stream degradation from erosion and pollutants that occur between the runoff source and the pond, it

might be considered where land is divided into many smaller parcels that individually would be likely candidates for SWM waivers, especially in terms of water quantity control. Pretreatment for water quality control should be provided on site, if regional SWM facilities are employed. Although further study is needed on a case-by-case basis for determining when and where to use a regional facility, the Plan recognizes that this preliminary siting work may be useful to developers and County regulatory agencies in the future.

Noise

- Construct aesthetic landscaped berms to reduce noise to acceptable levels in the noise compatibility buffer areas recommended above. In the extraordinary circumstances where berms are not feasible, man-made barriers such as walls or acoustical fencing may be considered.
- Due to the high noise levels and the potential for significant aesthetic impacts from noise attenuation measures needed to meet the 60 dBA standard along I-270, the standard for exterior noise levels may increase to a maximum acceptable level of 65 dBA Ldn for noise sensitive uses affected by I-270 noise.

Transportation-Related Guidelines for Regulatory Review

A key Plan objective for implementing the neighborhood concept and transit-serviceable site design is providing continuous, interconnected local streets that form the major organizing element. Local streets are important for traffic capacity and circulation, but the total right-of-way is used for purposes in addition to the movement of vehicles. In this respect, local streets are equally important in terms of pedestrian activity and building orientation.

This Plan proposes the following guidelines be applied at time of subdivision and site plan to help assure the road network develops in accord with Plan recommendations.

- Variable Right-of-Way: The right-of-way shown in the Design Standards for Montgomery County is the minimum required. Additional right-of-way to provide adequate sidewalk space or create a unique character of streetscape is encouraged. This includes additional right-of-way for trails, bikeways, and parking as well as medians and linear parks. A variable right-of-way for Midcounty Highway adjacent to environmentally sensitive areas should be considered.
- On-Street Parking: Parallel, on-street parking will be encouraged along neighborhood streets to reduce the size of off-street parking facilities.
- Reduce the Use of Culs-de-Sac: One design objective is to create a system of interconnected streets; the use of culs-de-sac and other dead-end streets should be discouraged except in areas where severe environmental constraints limit the feasibility for interconnection.
- Closed Section: Neighborhood streets should have a closed section with curbs, gutters, and enclosed storm drainage systems to allow for sidewalks

on both sides of the streets within the public right-of-way. Open section streets with sidewalks and landscaping should be considered in low density areas.

- **Sidewalks:** Sidewalks within the public right-of-way along both sides of neighborhood streets will be provided when necessary to accommodate pedestrians. The use of internal pedestrian pathways does not substitute for sidewalks along each street.
- **Streetscape:** A streetscape plan for all neighborhoods that emphasizes and delineates street lighting, trees, sidewalk paving, and sign locations will be required during the review of development plans and site plans.

A hierarchy of residential streets exists in the County Road Code. This Plan applies that hierarchy in the following manner to:

- **Primary and Secondary Divided Residential Streets** - The use of primary and secondary divided residential streets, which include wide medians, will be encouraged to create variety and establish neighborhood scale.
- **Primary Residential Streets** - The primary street should be used in areas with over 200 dwelling units on one street. Frontage of houses and businesses onto the street is preferred. Along streets that may experience heavy traffic volumes, buildings still should front the street while vehicular access may be achieved from the side or rear of the lot.
- **Secondary Residential Streets** - The secondary residential street is the preferred street within residential neighborhoods. This street provides adequate space for public sidewalks and street trees along both sides of the street without conflicts with the storm drainage system.
- **Tertiary Residential Streets** - The use of tertiary streets with a right-of-way of 50 feet should be limited to minor streets with sidewalks and street trees on both sides. Tertiary streets with a right-of-way of less than 50 feet are discouraged because of the lack of space within the public right-of-way for sidewalks except on low volume streets such as short culs-de-sac and environmentally sensitive areas.
- **Alley** - The use of alleys will be encouraged in residential neighborhoods to allow buildings to front on the streets.

Greenway Road Concept

One method to enhance the “greenway concept” proposed in this Plan is to locate roads adjacent to stream valley buffer areas to maximize public access to the greenway and to maintain scenic views. This Plan locates portions of Newcut Road and the Midcounty Highway adjacent to stream valley buffers. In addition, portions of Frederick Road, Skylark Road, and MD 121 are located adjacent to the boundaries of large public parks, including Little Bennett Regional Park, Ovid Hazen Wells Park, and Kings Pond Park. All of these designated roads provide necessary public access to adjacent parks and green spaces which represent key public resources for both Clarksburg and Montgomery County.

Future developments should consider locating some local streets adjacent to stream valley buffer areas to provide necessary public access and maintain scenic views to the designated greenway and open space system. The Plan recognizes that this concept will need to be balanced with environmental concerns relating to roads in proximity to stream valleys as part of the regulatory review process. As stated earlier, grading limits for roads and associated facilities should lie outside stream and wetland buffers.

Recommended Policies Needing Additional Legislative Action

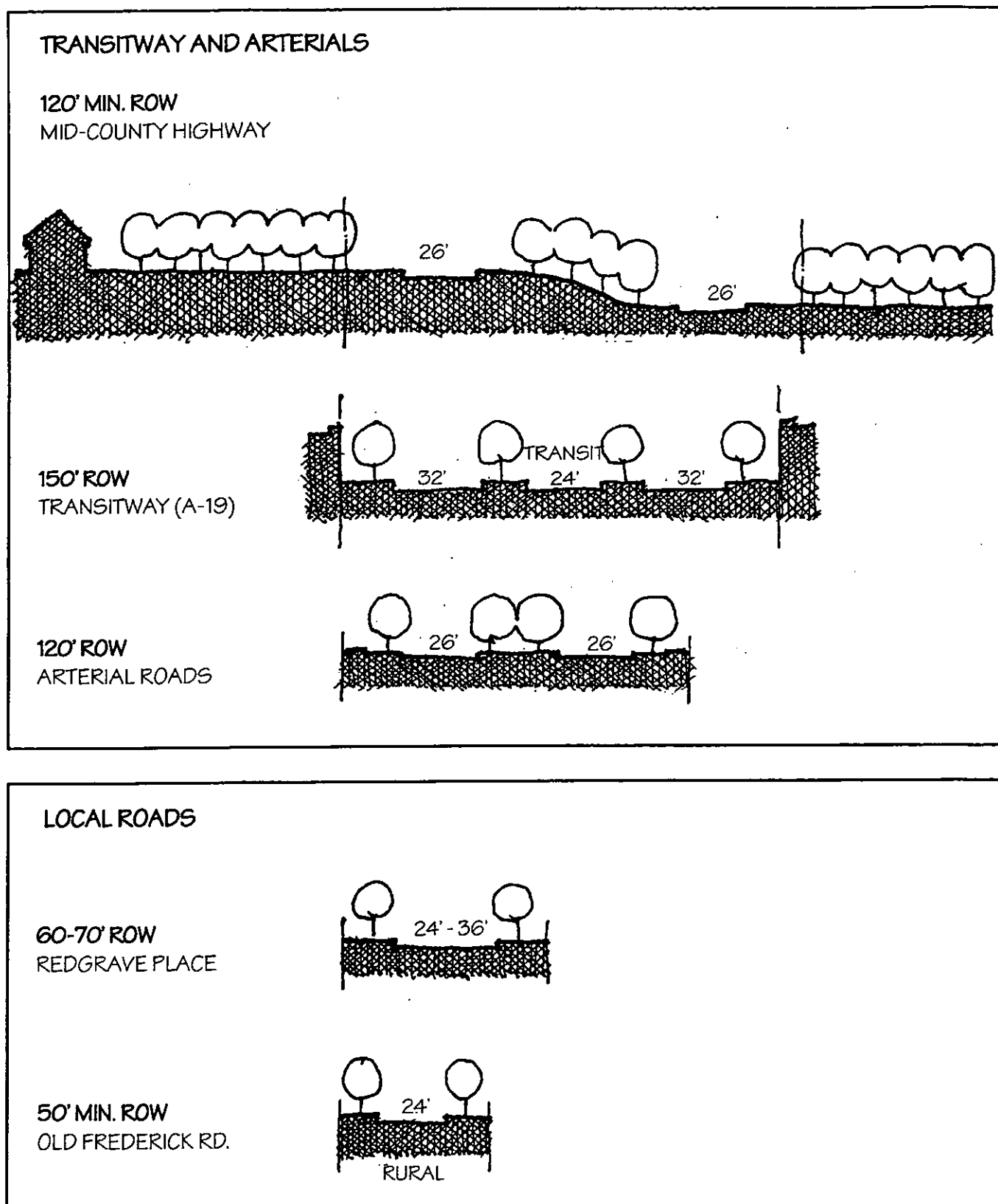
Recommended Amendments to the Montgomery County Road Code

This Plan recommends road and street designs that are not currently in the Road Code or the County Design Standards. Modification to the Road Code to include these new sections should be developed and adopted. Proposed road sections are shown in Figure 53.

1. This Plan proposes a new arterial road with a transit facility and Class I Bikeways in a landscaped median. The road would consist of two travel lanes and a parking lane on each side. Frequent intersection spacing is recommended; this recommendation is not consistent with current standards for an arterial road. The road design is intended to accommodate vehicles traveling at low speeds. Pedestrian crossings will be frequent.
2. This Plan proposes that the divided arterial which usually has required 100-foot right-of-way be expanded to 100- to 120-foot right-of-way in order to accommodate a Class I Bikeway on one or both sides of the roadway (Stringtown Road, A-301, is one example of this road). In addition, this Plan proposes the Midcounty Highway have a variable median to fit topography of the land.
3. The Plan proposes that the sections of existing Frederick Road (MD 355) within the Clarksburg and Hyattstown Historic Districts remain in their current configuration except that trees and sidewalks, where not currently in place, may be added to augment those already existing. (These sections are identified as B-1 in the Plan.)
4. A new business street for the Clarksburg Town Center that would have 36 feet of paving with two travel lanes and two parking lanes within a 70-foot right-of-way is proposed. This street would carry a low volume of traffic at low speeds. This type of street would have a high level of pedestrian movement. Street trees are important. (Redgrave Place, B-2, is recommended as this type of street.) Parking might be eliminated within the historic district to minimize paving.

Proposed Road Sections

Figure 53



Zoning Ordinance Amendments

Changes to RMX Zones

The RMX-2 Zone provides for a mix of uses in accord with the Master Plan recommendations. The zone requires amenities and public facilities. The Planning Board will review a project plan for conformance with Master Plan guidelines. To help assure the Plan objectives for the Town Center can be achieved, this Plan recommends that the zone be modified as follows:

- Eliminate building setback of 25 feet for commercial buildings and 30 feet for residential buildings from public streets to allow buildings to be oriented to streets and to reduce the walking distance to transit in accordance with the guidelines in the Master Plan.
- Increase the total gross floor area of professional and business office space to a maximum of 100,000 square feet, where recommended by the Master Plan. This increase matches the guidelines for mixed-use development in the Master Plan. Presently, the RMX-2 Zone permits a maximum of 600,000 square feet of retail floor area, but limits professional and business office space to a fraction of total floor area.

This Plan recommends all the above changes include the phrase “if in accord with the subject Master Plan.”

- Amend the RMX Zones to define and allow carriage houses as an accessory to a dwelling unit on a lot. The text amendment should consider a square-foot limit for the size of the carriage house and a percentage limit for the total number of carriage houses as accessory units compared to the total number of dwelling units shown on a project plan.
- Amend the RMX Zones to allow civic uses and related parking.

Changes to the Agricultural Zones (Rural, Rural Cluster, and Rural Density Transfer Zones)

- Amend the Rural Density Transfer Zone to grandfather the recorded lots and parcels that will be downzoned to the RDT Zone as a result of the SMA.
- Create a new “Rural Service Zone” to allow service oriented uses as permitted use rather than as special exceptions. The zone would be a floating zone containing a purpose clause requiring conformance with the master plan and retention of rural character. The development standards would allow limited building coverage and impervious areas. Site Plan review would be required by the Planning Board.

Change to the I-3 Zone

- Amend the I-3 (Industrial Park) Zone to provide a grandfather clause related to setbacks for an approved preliminary subdivision plan based

upon existing industrial zone standards, where it now adjoins master planned industrial zone land that will be changed to a residential recommendation per this Master Plan and where additional road right-of-way is required for Interstate 270.

Changes Needed to Implement Plan Recommendations for the Historic Districts

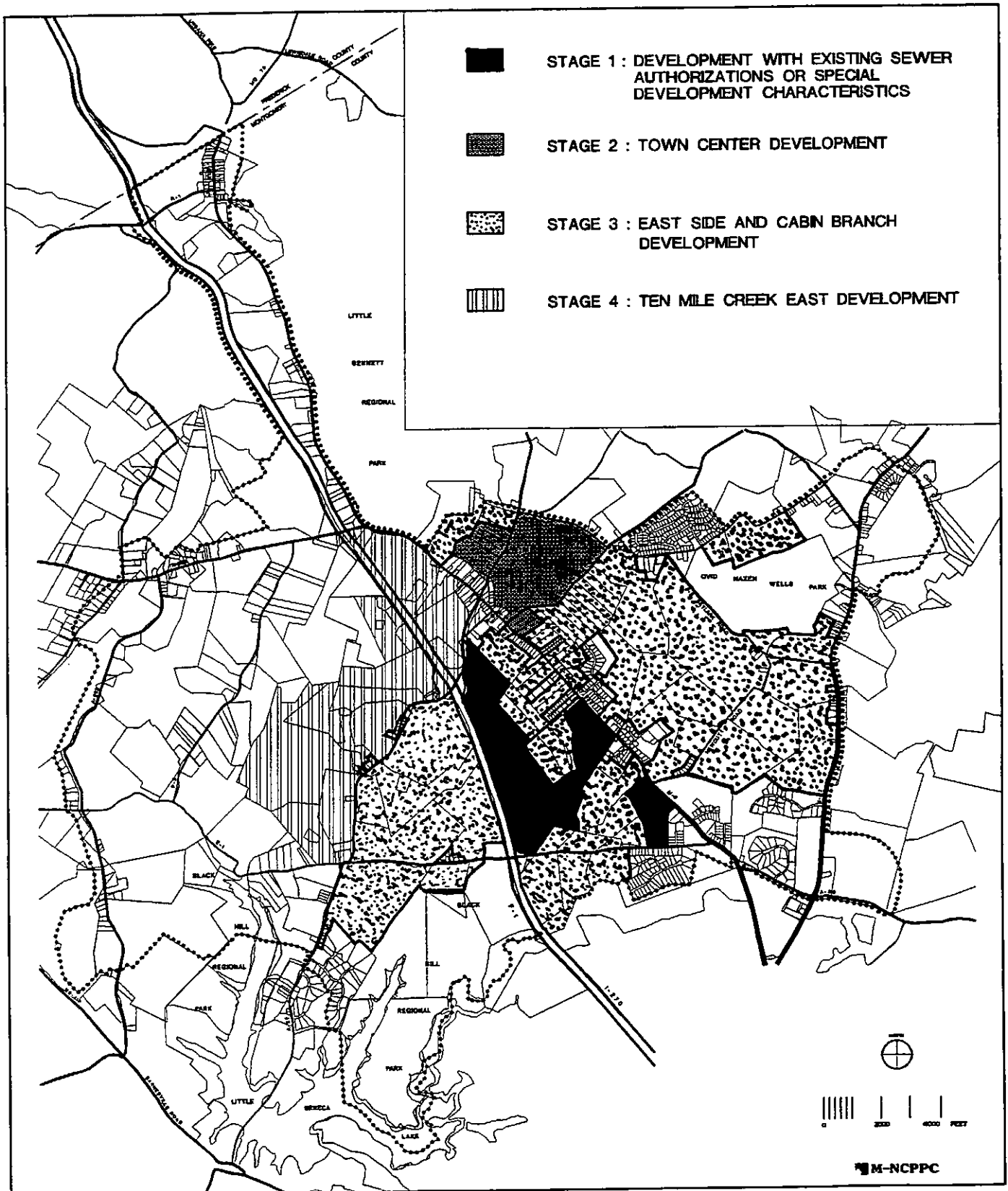
This Plan recognizes the need to provide incentives that will encourage the preservation and enhancement of structures within designated historic districts. One incentive that this Plan endorses is providing a mix of uses in the historic districts. The purpose of this mix of uses would be to encourage the appropriate adaptive reuse of existing historic buildings within the designated districts.

The zoning recommendations for the historic districts in the Clarksburg Study Area are based on the current Zoning Ordinance, which does not include zoning strategies which allow a mix of uses in historic districts. There may be a number of ways to address this issue. This Plan endorses studying a variety of implementation strategies which could make it possible to create a mix of uses in historic districts. Strategies that may be studied include, but are not limited to:

- Amendment of Section 59-A-6.2 of the Zoning Ordinance to allow commercial and service uses in existing historic resources when the property is designated as part of a historic district on the *Master Plan for Historic Preservation*, recommended in the applicable area master plan, reviewed by the Historic Preservation Commission, and approved on a site plan by the Montgomery County Planning Board.
- Creation of an overlay zone for historic districts which would address the need for a mix of uses, as well as physical design issues such as lot coverage, setbacks, etc.

Clarksburg: Staging of Development

Figure 54



Acknowledgements

MONTGOMERY COUNTY PLANNING DEPARTMENT MANAGEMENT

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Divisions of the Planning Department that contributed to this
Plan include:

Administrative Services
Community Planning
Community Relations
Design, Zoning & Preservation
Development Review
Environmental Planning
Mapping and Graphics
Parks Department
Research & Information Systems
Transportation Planning

**no longer with the Planning Department.*

Clarksburg Master Plan & Hyattstown Special Study Area

APPROVED & ADOPTED

THE MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION

Montgomery County Department of Park and Planning
8787 Georgia Avenue
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